

# GRAIN DEALERS' JOURNAL

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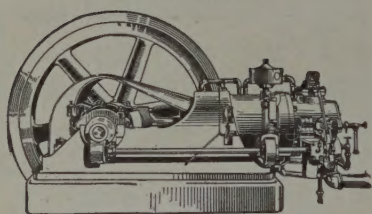
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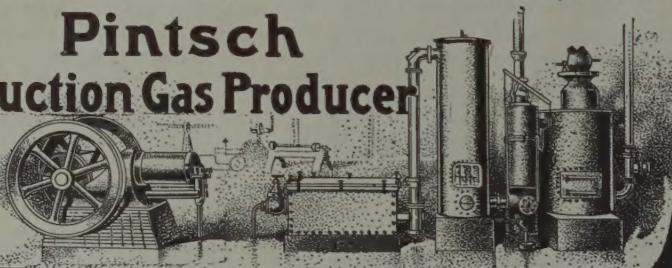
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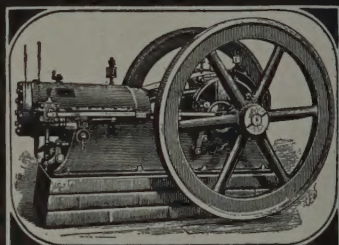
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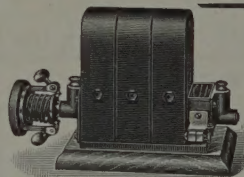
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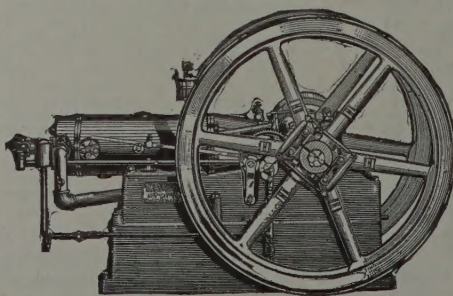
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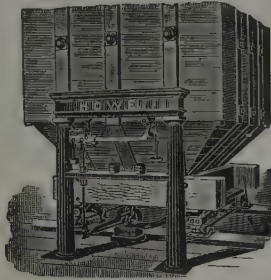
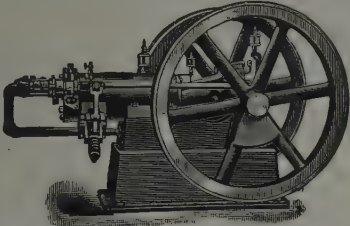
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**CORRECT WEIGHTS AND RELIABLE POWER**

Are needed in every elevator. Years of hard use have proven that **HOWE ENGINES** and **HOWE SCALES** meet every requirement.



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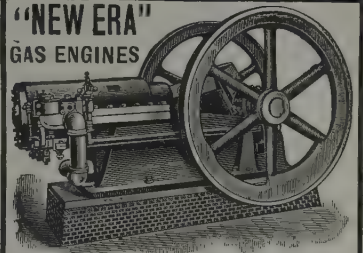
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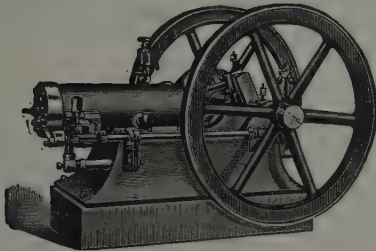
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Grain Elevator Machinery and Supplies

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**Unsolicited Praise**

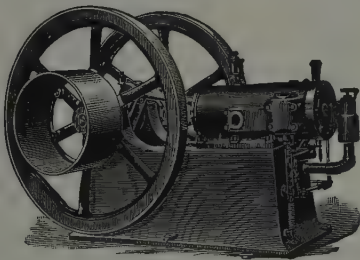
Farrand Bros., proprietors of the Lakeside Stock Farm, Colon, Michigan, write: "Our engine has run nine years without trouble, but all machinery is bound to wear out." They then ask for platinum with which to tip the electrodes—a trifling and inexpensive repair. *Nine years* and just beginning to need attention. The average life of the cheaper makes is about *five* years. There is a moral in this for the prospective buyer—Get the "Otto" for long life, and no trouble.



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For continuous, uniform and accurate weighing of grain.

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Standard Track and Hopper  
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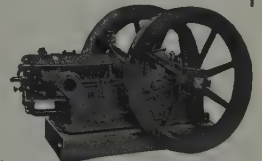
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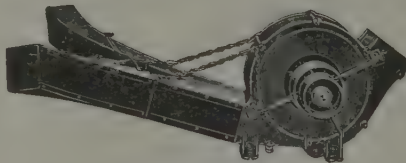
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Write

**The Ideal Car Loader Co.**  
ALLENVILLE, ILL.

### Do You Want

The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL. Twice each month for \$1.50 per year.



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Maroa, Ill.

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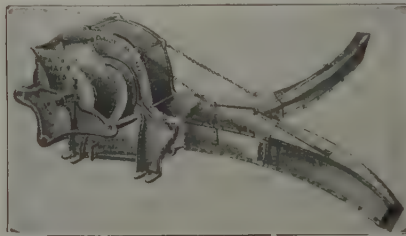
OSBORNE, DILLEN & SELLARS.

That the loaders are entirely satisfactory is shown by the many letters from customers which we are publishing in this space. However, you do not have to take any one else's word for it, as we are glad to send them on trial and you can have one that way if you will write us for it.

**MAROA MFG. CO., Maroa, Ill.**

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will not crack the grain. It is the product of years of experience coupled with careful thought and study. Sent on 30 days trial upon request. Tight and loose pulleys on loader. Send for circulars to



**WELGE & LILLY, Maroa, Ill.**

Argenta, Illinois, April 14, 1905.

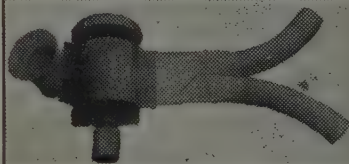
Having installed in our elevator at Argenta, Ill., a "Daisy Car Loader," manufactured at Maroa, Ill., by Messrs. Welge & Lilly, we have given this loader a thorough trial in Corn and Oats, and find it a very light running machine. It is giving us good satisfaction and to anyone wishing to purchase one of them we cheerfully recommend it.

MCCARTY & GERBER.

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supplied by

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(Patented July 23, 1906)

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will clean and load your grain at the same time, the conveying is done by compressed air, cannot possibly crack or mill it. The grain is subjected to a heavy pressure of air every minute you are loading.



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Enclosed please find draft for \$123.25, payment in full on combined Grain Cleaner and Pneumatic Car Loader. We have given your machine a thorough trial on both corn and oats, and find it—entirely satisfactory.

It does not crack or mill the grain, and takes out all chaff and dirt, leaving the grain evenly distributed, and perfectly clean, in the car. You can enter our order for another machine, which we will instruct you later where to ship. Very truly yours, U. A. HIGHT & CO

We warrant the machine to do the work to your satisfaction. For Descriptive Circulars and Prices write

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is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

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The tables show the following reductions: Oats at 32 lbs., 33 lbs., and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 45 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2, 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

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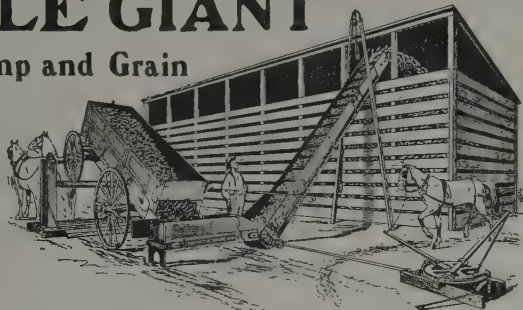
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40 bu. ear corn  
80 " oats, or  
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saves all the hard  
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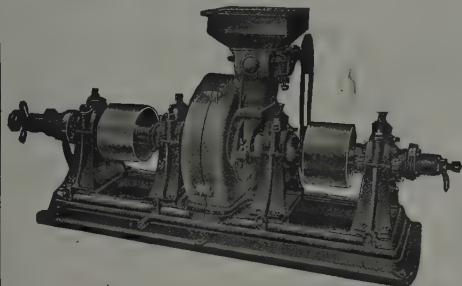
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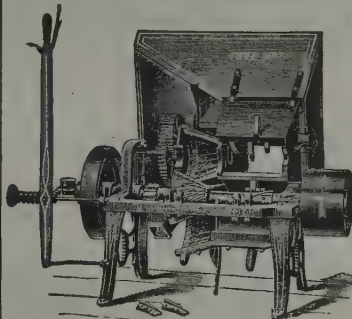


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Crush ear corn (with or without shucks) and grind all kinds of small grain; separately or mixed. Will grind Kaffir corn in the head. Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.

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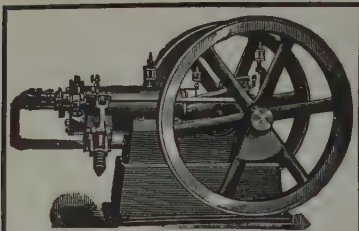
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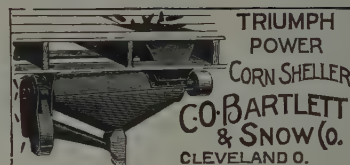
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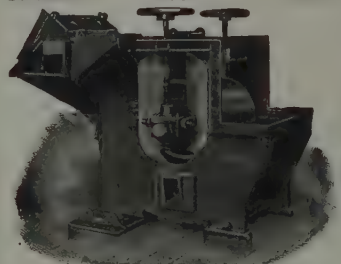
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## Flexible Loading Spouts



for elevators, having little fall from shipping bin to cars. Sizes to suit all conditions.

Write for prices.

THE DICKSON CO., Peoria, Ill.

## We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

## A. H. Richner

Contractor and builder of  
**GRAIN ELEVATORS**

I manufacture Chain Grain Feeders for the world.

Flour Mill and Elevator Machinery Supplies, &c. Write for special prices.

Address:

**A. H. RICHNER**

606 S. Water Street  
CRAWFORDSVILLE, IND.

## Vest Pocket Grain Tables

reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size 2 3/4 x 8 1/4 in. Printed in 2 colors. Price 50 Cents.

**GRAIN DEALERS JOURNAL.**  
CHICAGO, ILL.

## The NORTHWAY FEED MILL

Is the mill for the man who wants *best results at least expense*. A thorough test will always prove the "Northway" top-notches among Feed Mills

## We're the people for Elevator Machinery

Carrying everything worth having in this line and having a universal reputation for dependable **QUALITY** and lower-than-most prices

## No One Can Beat Us

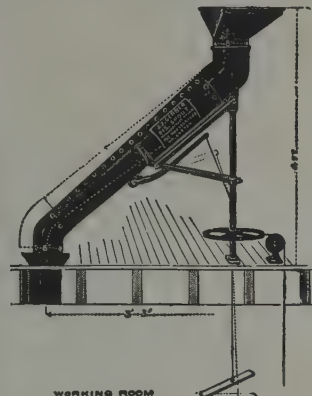
On Roll Corrugating and grinding because we do it as nearly perfect as human skill ever attains. Let us hear from you.

**S. rong & Northway Mfg. Co.**

N. W. Agents for Invincible Cleaners and Richmond Dust collectors

MINNEAPOLIS : MINNESOTA

## ORDER THE No. 2



## GERBER IMPROVED Distributing Spout

And be convinced that it is the best spout you can secure for your elevator.

We make a specialty of mill and elevator spouting. For particulars write

**J. J. GERBER,** MINNEAPOLIS, MINN.

## Buffalo Grain Testers

### INDICATE

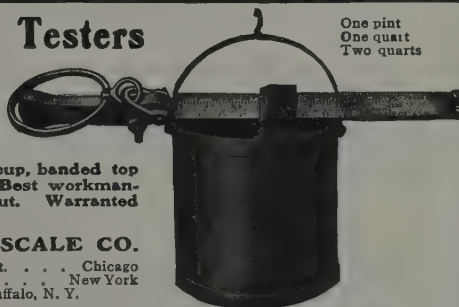
- 1st The number of pounds a sample will weigh to the bushel
- 2d The exact weight of the sample
- 3d The per cent of loss after cleaning



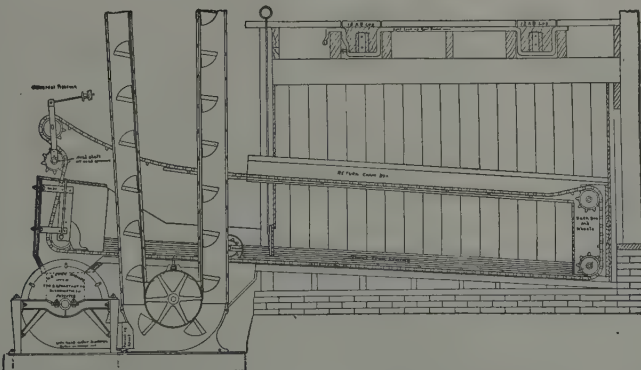
Heavy brass cup, banded top and bottom. Best workmanship throughout. Warranted U. S. Standard

**BUFFALO SCALE CO.**

249 So. Jefferson St. . . . Chicago  
122 Liberty St. . . . New York  
Works Buffalo, N. Y.



One pint  
One quart  
Two quarts



## STUDY THIS CUT

and see how such an outfit would save you space, time and money.

**Self-Locking Rail Dump, Pat. Chain Drag and Feeder** from large sink under low drive-way to **V. S. Corn Sheller** and stand of elevators, in front of which is **Kick-off, Fig. 8**, making it possible to elevate ear corn also.

**THE BEST IS THE CHEAPEST**

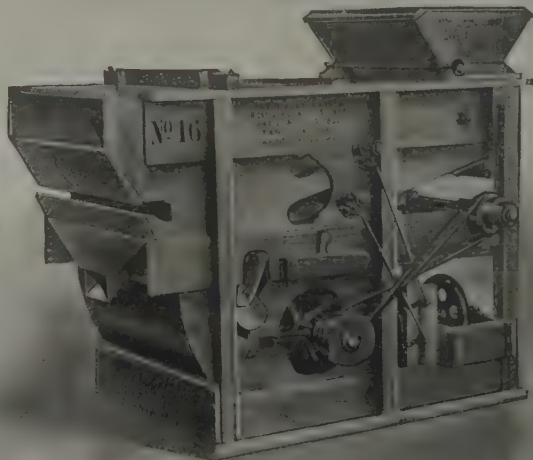
Write before buying elsewhere

**B.S.CONSTANT CO.,** Bloomington, Ill.



## BUYERS of CLOVER SEED !

Do you ever receive Clover Seed containing Buckhorn or plantain? If so, you will be interested in the No. 16 "Clipper" Cleaner. This is the only machine ever made with Traveling Brushes on the screens at such an extremely low price. Its equal for preparing clover seed for market has never been produced. The



No. 16 Cleaner equipped with our Special Air Controller and with the proper screens will remove 97% of the buckhorn and plantain and all of the other foul seeds from your clover. The importance of our Traveling

Brushes and Air Controller cannot be overestimated. Our cleaner equipped with these attachments is a necessity to the dealer who expects to ship seed that will grade as prime.

Write for catalog giving full description.

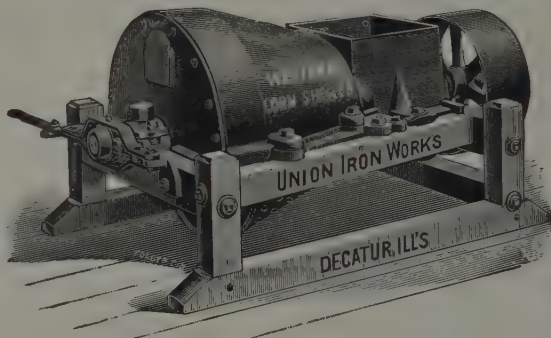
**A.T. Ferrell & Co.**  
Saginaw, W. S., Mich.

## "Western" Warehouse Shellers and Cleaners

Manufactured Exclusively by

**UNION IRON WORKS**

DECATUR, ILL.



WE MAKE A SPECIALTY OF

## Elevator Machinery

of all kinds including Elevator Heads and Boots, Cast Iron Boots, Ball-bearing Turn Heads, Pulleys, Sprocket Wheels, Shafting Boxes, Collars, etc. We also manufacture the "WESTERN" FRICTION CLUTCH. It has no equal. : : ; : :



WRITE FOR CATALOG AND PRICES

Complete Stock carried in Kansas City, Missouri, 1221-1223 Union Avenue.

# AIR DRIED GRAIN

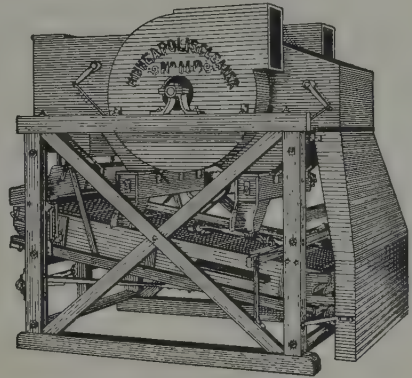
(NOT KILL DRIED)

The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels capacity and up.

## "Ellis Grain Drier"

Macdonald Engineering Co.  
Sole Manufacturers  
549-553 Monadnock Building, Chicago

# Combination Cleaner Grain or Flax 2 MACHINES IN 1



By a unique device in the eccentrics we are enabled to produce two distinct throws and motions; thus we have in this machine a perfect grain cleaner as well as a flax cleaner, and the change can be made in five minutes' time, making it the most practical machine made. Has a large capacity in both grain and flax, yet simple and durable.

**J. L. OWENS COMPANY**  
615 Superior St., Minneapolis, Minn.

# Purify Your Damaged Grain

This we have been advising you to do for months.

Those who have followed our advice are making more money than those who have not.

## A Caldwell-Barr Purifying System — Kept Busy — Is a Gold Mine

We have men out in different parts of the country superintending the construction of systems, and orders booked that are not yet begun.

Send your order in quick, that your turn may come next. Write us for information. Come and see us.

Address,

# Caldwell & Barr, Earl Park, Indiana



**ELEVATORS FOR SALE.**

ELEVATOR in S. E. Iowa, for cash or land, fine country. Address Sam, Box 5, Grain Dealers Journal, Chicago.

A NEW ELEVATOR for sale in good wheat and corn country. Address The Okeene Roller Mills Co., Okeene, Okla.

**FOR SALE—ELEVATORS AND MILLS** in the Hard Winter Wheat belt. Address The Culver Brokerage Co., Wichita, Kans.

ELEVATOR and lumber yard in corn belt of Iowa for sale. Good reasons for selling. Address J. S. C., Box 1, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Several of the best equipped and best located elevators in Central Illinois. Prices reasonable. Send for list. J. H. Eversole, Champaign, Ill.

A BARGAIN, 25,000 bu. elevator with coal business in Indiana. Ship 175 cars per year corn and oats. \$7,500 cash if taken at once. Address Box 47, Fortville, Ind.

**WESTERN OHIO** elevator for sale, capacity 50,000 bushels, doing a large grain, flour and feed business. Address Namret, Box 6, Grain Dealers Journal, Chicago, Ill.

**UP TO DATE** 10,000 bu. elevator in Eastern Nebr. Hopper scales, gasoline engine. Handling 160,000 bu. annually. Address Red, Box 4, Grain Dealers Journal, Chicago, Ill.

**SMALL ELEVATOR**, 3,000 capacity, coal, feed and hay business for sale, storage for 600 tons of hay. Good territory. Corn prospects good. Address C. S. H., Rock Creek, Kans.

**FOR SALE** or rent. A 25,000-bu. elevator in one of the best farming sections there is. This is a first class proposition for any one in the line of business. Address A. Pierre, Oconto, Wis.

**ONE OF THE BEST** elevators in Missouri, for sale; modern in every respect; only elevator in town; good reason for selling. Address Bern, Box 6, Grain Dealers Journal.

**TWO ELEVATORS** within 50 miles of Chicago in good corn, oats and hay territory; will handle 600,000 bushels of grain. No competition at either station. Address J. M. Maguire, Campus, Ill.

**MODERN** 20,000-bushel capacity elevator for sale; 12 horsepower gasoline engine; dump scales. Located in eastern Minnesota, on C., M. & St. Paul Ry. Write R. E. Jones Co., Wabasha, Minn.

**MODERN IRON** clad, low drive elevator at Armstrong, Ill., for sale. With or without implement business. New ear corn crib. Thirteen horsepower gasoline engine. Address Box 177, Champaign, Ill.

**CENTRAL IOWA** elevator for sale at a bargain; a good elevator; owned by non-resident. Will sell for \$2,000, one-half cash. An unusual bargain. Iowa Mill & Elevator Brokers, Independence, Iowa.

**WE HAVE** a line of 9 elevators in Shelby County, Ind., of which we will sell any 3 of the 9 to suit the buyer. Three of them are on the Pan Handle and other 6 on Big Four. Address Nading Mill & Grain Co., Shelbyville, Ind.

**ELEVATORS FOR SALE.**

**CENTRAL ILLINOIS** elevator of 12,000 bushels capacity for sale, also general store; located in fine farming district; doing good business; good reason for selling. Address Noslen, Box 6, Grain Dealers Journal, Chicago.

**GOOD ELEVATOR** 35,000 capacity for sale. Average shipments past 5 years 270,000 bushels. Modern machinery, large territory. Reason, age and poor health. Northern Illinois. Address X. X., Box 6, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Good elevator on the line of C. & Milwaukee R. R., at Woodward, Iowa. All in good working order and doing good business. Reason for selling: death of owner. Inviting terms will be named. Address Thos. Holmes, Stuart, Ia.

**GRAIN ELEVATOR**, two dwelling houses, store building and a stock of general merchandise for sale. In a rich community and doing a good business. Situated in Warren Co., Ill., on the C. & B. & Q. Price \$8,000. For further particulars write to Box 12, Gerlaw, Ill.

**ELEVATOR** and coal business in S. E. Nebraska, on B. & M. R. R. for sale; 25,000 bushels capacity; hopper scales 42,000 lbs., gasoline engine. All in good order. Good business. Address Tam, Box 9, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—A line of twenty elevators in best grain section of Kansas, along the line of Missouri Pacific. Close at once; owner desires to retire on account of health. Immediate answer. Address Kansas City, Box 11, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—35,000-bushel elevator and 20,000 bushels outside corn cribs. Located on Peoria & Eastern Division Big Four R. R. in Illinois. Elevator handles 200,000 bushels annually. Elevator in good condition. Address Clure, Box 4, Grain Dealers Journal, Chicago, Ill.

**GRAIN ELEVATOR** in northwestern Ind. for sale. Capacity 40,000 bushels, steam power, sheller, cleaner, hopper scales will handle 130 to 150,000 bushels per year. Coal, feed and building material also handled. Address Retlaw, Box 3, Grain Dealers Journal, Chicago, Ill.

15,000 BU. elevator and 75 bbl. mill for sale, located at one of the best grain stations in S. Dak. on N. W. Ry. Eltr. and mill built 4 yrs. ago, all new machinery; handle 150 to 200,000 bu. Mill running steady year around; a good business. Reason for selling—too much other business. Wm. Corcoran, Volga, S. D.

**ELEVATORS FOR SALE.** A paying line of elevators, including well equipped cleaning house, in the corn and oat belt of Iowa. Also a few more houses in Western Iowa, Northern Minnesota and Eastern North Dakota. H. A. Wernli, 713 Chamber of Commerce, Minneapolis, Minn.

**ELEVATOR AND COAL** business in Ohio for sale; new building; well equipped with new and modern machinery; gasoline power; own ground and side track; is a good paying business; good reasons for selling. If you mean business write, as it will be sold. Address John, Box 12, Grain Dealers Journal, Chicago.

**ELEVATORS FOR SALE.**

**ELEVATORS FOR SALE:** We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

**TWO** grain elevators in corn belt of Illinois for sale. Seventy miles from Chicago on both Chicago and Eastern roads. Splendid opportunity. Prospects for bumper crop. No better location. Good reason for selling. Address F, Box 5, Grain Dealers Journal, Chicago, Ill.

**FOR SALE** at a bargain. Owing to dissolving of partnership a fine 20,000 bushel elevator located in a good town of 6,000 population in Western Ohio is for sale cheap for cash. It is on the Lake Erie & Western Railroad, close to business center. A good coal and feed business in connection. Address Lock Box 711, St. Marys, Ohio.

**ELEVATOR FOR SALE**, 25,000 bu. capacity; located in Randolph County, Eastern Indiana. Equipped with steam power; the best grain territory in Indiana. Good coal bins for handling coal. The prospects for corn are too great to be estimated in this territory. Will sell at a bargain. Price, \$9,500. C. W. Younce & Son, Ridgeville, Ind.

**GOOD ELEVATOR** for sale in Ohio. At the junction of two roads and located in the best corn and oats section of the state; capacity 60,000 bus.; could be used as transfer house. A good money maker for the right party. A good opportunity to conduct a coal and building material business in connection. This property will be sold reasonable. Address Jim, Box 5, Grain Dealers Journal, Chicago.

**GROVER HILL AND ROSELM'S ELEVATORS** for sale on F. Ft. W. & W. R. R. Northwestern Ohio. 400,000 to 450,000 bu. per year. 500 to 600 cars hay and straw. Best corn crop in sight ever raised in Van Wert and Paulding Counties. Handled 180,000 bu. small grain in August and September this year. A rare bargain. Going out of business. Expect to sell quick. J. W. McMillen & Son, Grover Hill, Ohio.

**OUR SPECIAL \$4,500 OFFER** till Oct. 1st—A 30,000 capacity, steam power, good large sheller, cleaner, 1,500-bu. dumps, legs, drag chain conveyors, cribs, separate office and scales, good old elevator, substantial and convenient, no competition, fine town, best grain land in Illinois. T. St. L. & W. R. R. ships over 200,000 every year. BEST bargain on the map. Will sell before Oct. 1st. Don't write, but wire date to look. JOHN A. RICE, Frankfort, Ind.

**OHIO BARGAIN.** I offer for sale my 50,000 Bushel Elevator located on Big 4 Ry. in the best grain county and largest territory in the state of Ohio. It is well equipped and up to date in every respect. Gasoline power, two dumps, hopper scales, loading out spout that loads cars without shoveling and passenger elevator. Own ground and side track. Doing a good business in grain, seeds, coal and salt. The implement business can be added if desired. The largest corn crop coming on that ever was known. If you want a good business at a bargain in good town of 2,000 people write to Renegoc, Box 5, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

**FOR SALE**—One of the best elevator properties in central Ohio. Will handle 300,000 bu. of grain this year. Lumber and coal yard in connection. This property can be bought right if sold before Nov. 1st. If you are interested in a bargain, address Box 426, Marion, Ohio.

**OHIO ELEVATOR bargain.** Desiring to quit the grain business will offer my 40,000 bu. elevator, residence, hay barn and coal sheds for sale for the next 30 days. Elevator is up-to-date. Will handle 100 to 125,000 per year. 2,000 tons coal, 125 cars hay. No opposition. Good flour and feed trade. Plant will pay for itself in two years. Will sell elevator separate. This is a bargain and will not last long. Town 1,000 and up-to-date. Address Rand, Box 6, Grain Dealers Journal, Chicago, Ill.

## MILLS FOR SALE.

**A WATER power roller flour mill** for sale. For particulars address Lock Box 3, Caroline, Wis.

**FLOUR MILL** for sale, Pierre, South Dakota, will sell a part interest or all, in a splendid paying mill. For full information write Chas. L. Hyde, Pierre, S. D.

**FOR SALE.** 200 barrel mill and elevator in good southern Minnesota town for sale or trade for farming land. Time given if desired. Ward Milling Company, Fairmont, Minn.

**FLOUR MILL** and line of elevators for sale in best wheat country in Southwest. A money-maker and a bargain if taken at once. Address So., Box 6, Grain Dealers Journal, Chicago, Ill.

**MILL AND ELEVATOR** for sale, located in the best grain section in Ohio; town of 1,000 inhabitants. Good schools and churches. 50 barrel Case Mill. 50,000 bu. elevator capacity. This is the best plant and located the best of any in the state of Ohio. Will pay for itself in a few years. Address Mill & Elevator, Box 6, Grain Dealers Journal, Chicago.

## Magnificent Water Power Site for Flouring Mill.

We have a magnificent water power site for lease, will generate fifty to seventy-five horse power, the fall is about twenty-seven feet, and rent very reasonable. We keep up the power and all expenses, furnish the water and the ground. The location is at Milton, Indiana, there having been a flouring mill there for forty years, but it recently burned. For further information write to

**Connorsville Hydraulic Co.**  
Connorsville, Indiana.

## IF YOU WANT

regular country shippers to become familiar with your firm name, place your "ad" here :: ::

## ELEVATORS WANTED.

**WANTED** to lease an elevator and coal yard doing a good business. Address Hoosier, Box 5, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR WANTED:** For cash or in exchange for good improved farm. Address Pendence, Box 5, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS WANTED:** in western Iowa, southeast Dakota and Nebraska. Give particulars regarding competition and station receipts and kind of elevators. Address T, Box 10, Grain Dealers Journal, Chicago, Ill.

**ONE or two elevators and coal business** in Northern Iowa or Southern Minn. wanted. Give size and kind of elevators, competition, grain handled a year, lowest cash price and size of town. B. F. Muldown, St. Ansgar, Ia.

**WILL RENT** or buy on easy terms small modern elevator in good grain country, Northern Ohio preferred, town of 1,000 or more, with good coal and R. R. facilities. Address F., Box 51, Dunkirk, Ohio.

**ELEVATORS WANTED**—Will lease 1 or 2 years, with privilege of buying during lease. Keep up repairs. Cash rent monthly. Good stations only. Best of reference. Address Max Bass, Box 6, Grain Dealers Journal, Chicago, Ill.

## MISCELLANEOUS.

**IF YOU want** to sell your elevators, and they are worth the money asked, list them with James M. Maguire, Campus, Ill.

**ADDRESS WANTED** of C. A. Malden, formerly located at Galva, Iowa. Address Galva, Box 6, Grain Dealers Journal, Chicago, Ill.

**ARMSBY CIPHER CODE WANTED**—Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

**ADDRESS WANTED** of W. H. Minor, formerly senior partner of Minor, Powell & Co., St. Louis, Mo. Address C. Daniels, Box 6, Grain Dealers Journal, Chicago, Ill.

**CIPHER CODE WANTED**—I want a copy of Jennings' New England Telegraph cipher. Must be in good condition. Address Jennings, Box 6, Grain Dealers Journal, Chicago, Ill.

**JOHN A. RICE, Frankfort, Ind., INDIANA'S ELEVATOR AND MILL BROKER.** In listing with us give full description of elevator and the machinery, and the COMMISSION you will pay first letter. Tell last year's shipments, correct in each case. Buyers tell price you would pay, and location preferred, FIRST letter, and we will please you and make you money.

## Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

## SITUATIONS WANTED.

**POSITION WANTED** as manager and buyer for good elevator located in good town with schools. Good references and experience. W. Chowning, Lathrop, Mo.

**SITUATION WANTED** by man of experience, with best of references, as expert judge of grain or manager of elevators. Address H. W. F., Box 6, Grain Dealers Journal, Chicago, Ill.

**SITUATION WANTED** as manager of a country grain business, with experience in lumber and grain. Best references. Address A. L. V., Box 9, Grain Dealers Journal, Chicago, Ill.

**WANTED** by experienced solicitor and buyer, well acquainted with grain trade in Nebraska, propositions from responsible grain handlers for card bidding grain trade in Nebraska on salary or commission or both. Can make headquarters Omaha or Lincoln. Best of references. Address B. M. W., Box 6, Grain Dealers Journal, Chicago, Ill.

## PARTNERS WANTED.

\$5,000 to \$10,000 to be furnished by different partners, to take hold of my mill and grain business. Should be practical millers, flour and grain men. Mill 200 bbl. capacity, newly equipped and running steady. Fine wheat and other crops, fine country, being one of the garden spots of Illinois. Good people, largely German. A life's chance, seldom offered. Am a miller myself, also now the local banker. Will give every possible aid to the right people. H. H. Emminga, Golden, Ill.

## HELP WANTED.

**MILLWRIGHT** wanted, who is capable of drawing plans and making blue prints for warehouses and elevators. The Philip Smith Co., Sidney, O.

**COMPETENT MAN** wanted to take charge of and run a country elevator and small lumber yard. Must be capable and strictly temperate. Salary \$60 per month to right man. Address John H. Lynds Mill & Elev. Co., White Cloud, Kans.

## MAN WANTED

Someone near Chicago, to assist us in showing and selling properties. No experience necessary, if willing to let us teach you the real estate business. Salary \$60.00 a month, to honest man, willing to devote part of his time to this business.

**CO-OPERATIVE LAND CO.**

ANDRUS BUILDING, :: MINNEAPOLIS, MINN.

## SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN DEALERS JOURNAL**  
OF CHICAGO.  
COSTS 15 CENTS PER LINE.



**ENGINES FOR SALE.**

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

OLDS Gasoline engine for sale. Address C. A. Mungerson, R. F. D. No. 2, Grand Rapids, Mich.

GAS ENGINE 5 h. p., equipped for gas and gasoline, best of order \$100. H. O. Bowsman, Decatur, Ind.

FOR SALE—One 10 h. p. Atlas engine in A No. 1 condition. Address Paul O. Moratz, Bloomington, Ill.

FOR SALE—Good Webster, ten horse gasoline engine. Complete; run two years. A. J. Flatt, Leverett, Ill.

1 50 h. p. and several smaller gasoline engines in fine shape at bargains. J. R. Detweiler, 310 Dearborn st., Chicago, Ill.

FOR SALE Gasoline Engine, 20 horsepower, second-hand, only run five months, taken out, insufficient power. Hugh Mathews Machine Co., Kansas City, Mo.

OLD'S GASOLINE ENGINE. 12 horse power, good condition, used short time, replacing with 50-horse power. Will sell cheap for cash. Smith Produce Company, Redfield, Iowa.

GAS ENGINE for sale, 75 H. P. double cylinder. As good as new. New cylinders, new valves and all wearing parts made new. Price cheap, inquire of the Jay Grain Co., St. Marys, Ohio.

FOR SALE—Slightly used engines of different makes, sizes 2 to 25 h. p. Have all been put in first-class shape and will sell cheap. Address Witte Iron Works Company, 526 West 5th St., Kansas City, Mo.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

THE GARDNER one horsepower gasoline engine makes an ideal power for all light purposes. It is very simple and economical in operation and the price is very low. Write for circular. John W. Gardner, 1035 Goodfellow Ave., St. Louis, Mo.

## GRAIN RECEIVING LEDGER FORM 43

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are 8 1/4 x 13 3/4 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth half Russia.

Price \$2.00

**Grain Dealers Company**  
255 La Salle Street CHICAGO, ILL.

**MISCELLANEOUS FOR SALE.****GRAIN TESTERS.**

Two quart testers, one quart testers, one pint testers, the best are cheapest, we have the best, write us for prices. A. S. Garman & Sons, Akron, O.

FOR SALE, 1 No. 2 1/2 Western roller cleaner; 1 No. 2 1/2 Western sheller; 170 feet of elevator belt 5 ply, with 7x12 in. buckets attached. Apply to Moberley & Co., Windsor, Ill.

FOR SALE—1 flax seed tester, 1 No. 1 Giant flax mill, 1 8,000 lb. Fairbanks hopper scale and hopper, 1 No. 00 end shaker and dustless grain separator, 1 20-h.p. steam engine. Address F. H. Hoerman, Washington, Kans.

**FOR SALE.**

1 65-h.p. Atlas automatic steam engine.  
1 80-h.p. boiler.

1 Dean hot water pump.

1 water heater with all connections.

The above machinery is in good condition and can be seen running. Will sell cheap. J. M. Hornung, Greensburg, Ind.

**FOR SALE CHEAP.**

1 Barnard & Leas Receiving Separator, capacity 200 bushels per hour.

1 No. 5 Eureka Separator.

1 No. 5 Eureka Oat Clipper.

1 Marcellis, new process dustless warehouse Corn Sheller and Cleaner, capacity 500 bushels per hour.

2 Boss car loaders.

All in good condition.

Worn but little.

Crabbs Reynolds Taylor Company.

Crawfordsville, Ind.

**ENGINES AND BOILERS.**

FORTY-HORSEPOWER Atlas engine and boiler. Good condition. Price \$200. Description given on application. Star Roller Mills, Chanute, Kans.

ENGINES FOR SALE, 40 H. P. Atlas, with boiler and trimmings. 4 20 H. P. Gasoline, good as now. Several 20 H. P. Center cranks. Great bargains for cash. G. W. Alcock, Chanute, Kans.

1-35 h. p. Atlas engine.

1-12' by 48" Atlas boiler, 48-3" flues, half arch front.

1-3x2x3 Snow duplex pump.

1-36" 6 groove sheave pulley, 3/8" rope, 2 15/16" bore.

All in good shape.

Remington Grain Co., Remington, Ind.

ENGINE of St. Louis Iron & Machine Co.'s make for sale; right-hand girder frame; corliss 18x42 cylinder; 15 foot land wheel; 25 inch face, 6 1/2" bore, also shaft for same, 11 ft. 9 in. to face of coupling. Flange coupling 18 ins. diameter; also 100 feet 23 inch belt. All been in use about three years and in first class condition. Inspection invited. Also an Atlas boiler 16x72, with 78 four inch flues. Address Bernet, Craft & Kauffman Milling Co., St. Louis, Mo.

**MISCELLANEOUS WANTED.**

WANTED SECOND-HAND in good condition, oat clipper, meal bolt, 3 pair roller mill. For sale to H. P. Portable engine, 70 ft. 12 inch screw conveyors, iron and wood pulleys. Weathers Grain Co., Greenville, Texas.

**MACHINES FOR SALE.**

FOR SALE at a bargain one Alligator Hay Press almost new. Call or address Charles Kitchin, Elwood, Ind.

VICTOR corn sheller number one, in running order, used four years. Low price. Bryant & Sons, Greene, Iowa.

BARNARD'S improved double screen corn cleaner for sale. Size No. 2, 500 to 700 bu. capacity. Thoroughly refitted; practically good as new. Low price. W. H. Caldwell, 304 Western Union Bldg., Chicago, Ill.

MILL MACHINERY for sale: We have converted a flour mill property into an ice plant and therefore have for sale a large amount of mill machinery at a bargain. Send for list. The Mt. Vernon Refrigerating Co., Mt. Vernon, Ohio.

**SCALES FOR SALE.**

SCALES for elevators and mills; low-est prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FAIRBANKS GRAIN scale for sale. 4,000 pound hopper. Address Dr. B. F. Tillyer, 274 Broad St., Newark, N. J.

1 30,000 lbs. F. & M. hopper scale, new; also McLeod automatic, new—at bargains. Quick delivery. J. R. Detweiler, 310 Dearborn St., Chicago, Ill.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U, Chicago, Ill.

**STANDARD SCALES OF RECOGNIZED MERIT.**

We meet every requirement of the best of the GRAIN TRADE. We are not controlled by, or in any way connected with, the "MONSTER" SCALE TRUST.

Des Moines Scale & Mfg. Co., Des Moines, Iowa.

AUTOMATIC SCALES for sale. One imported 2 bu. Palas in good order suitable for the head of a 400 bbl. mill; 2 Union grain bagging scales, 100 lbs. per discharge. These machines belong to our customers who have replaced them with Richardsons. Cheap. Smith & Smith, 1112 Rector Bldg. Chicago.

## TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

## SEEDS FOR SALE.

WINTER wheat, 60 bushels per acre. Catalog and samples free. Salzer Seed Co., Box A. C., La Crosse, Wis.

SEED winter wheat and rye for sale. Send for price list and samples. J. B. Armstrong & Sons, Shenandoah, Ia.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

CANADA PEAS, garden peas, marrowfat peas, garden beans, pigeon feed. Car loads and less. Let us know your requirements. Ogemaw Grain & Seed Co., West Branch, Mich.

FOR SALE:—5,000 bushels pure Georgia raised Bancroft red rust proof seed oats. These oats will produce 75 to 100 bushels to the acre. Ask for prices and samples. Dan Joseph Company, Columbus, Ga.

SEEDS. We buy and sell CLOVER, TIMOTHY, RED TOP, MILLETS, POP CORN, KAFFIR CORN, CHICKEN FEED, GRAIN, Etc. WRITE US. DO IT NOW. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO.

## GRAIN FOR SALE.

MIXED CARS a specialty—flour, feed, rye, oats & corn. Send along your orders. Goshen Milling Co., Goshen, Ind.

COUNTRY run turkey hard wheat and corn furnished on short notice. Address A. R. Clark Grain Co., Wichita, Kan.

TWO CARS of spring rye for sale. This rye was grown on contract and is guaranteed the genuine article. Will Curtis, Reed City, Mich.

GOOD POULTRY WHEAT for sale, guaranteed absolutely free burned grains. Tributary Eastern and New England States. Address Results, Box 3, Grain Dealers Journal, Chicago, Ill.

## SOLD ENGINE THRU AD.

John H. Doble, Longview, Ill.: "Please discontinue my advertisement in the Grain Dealers Journal, as I have sold my engine thru the ad., and could have sold one-half dozen engines if I had them."

## SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN DEALERS JOURNAL**  
OF CHICAGO.  
COSTS 15 CENTS PER LINE.

## GRAIN WANTED.

WANTED, light weight mixed or black Oats, 27 to 28 lbs. to bushel. The Tietjen Grocery Co., Savannah, Ga.

OFF GRADE oats wanted by local firm, which will pay top of the market. Harry W. Kress, 3483 Colerain Ave., Cincinnati, Ohio.

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

WANTED—Shippers of grain and hay to quote us. Consignments and correspondence solicited. Doss-Hawkins Grain Co., Nashville, Tenn.

WE ARE in the market for buckwheat in car lots or less. If you have any to offer quote price delivered. J. F. Eesley Milling Co., Plainwell, Mich.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

## SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

## BAGS FOR SALE.

BURLAP BAGS — ANY SIZE—MADE TO ORDER. SECOND HAND BAGS A SPECIALTY. William Ross & Co., 59 So. Water St., Chicago.

## POPCORN WANTED.

POP CORN WANTED. Correspond with us. Bradshaw Co., 72 Park Place, New York, N. Y.

## 2nd HAND BAGS WANTED.

WILL buy any kind, any quantity, anywhere. I pay frt. Write for prices. Geo. T. King, Richmond, Va.

## HAY WANTED.

NO. 1 TIMOTHY HAY wanted, small bales, 75 to 80 lbs. average. The Tietjen Grocery Co., Savannah, Ga.

WE WANT your shipments. It will pay you to send for our market report if you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

## Wheat Tables

On cards.

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 lbs. each.

In addition to the regular reduction table, 4 dockage tables showing the dockage on any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lbs. dockage are given. Also a table for reducing any quantity flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in 2 colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

Grain Dealers Co.

255 La Salle Street, Chicago, Ill.



## FROM MILL TO SACK

And then to a pleased customer. We make Bags of every description at reasonable prices. Write for estimates.

MILWAUKEE BAG CO., :: Milwaukee, Wis.



## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and  $\frac{50}{100}$  Dollars (\$1.50) for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

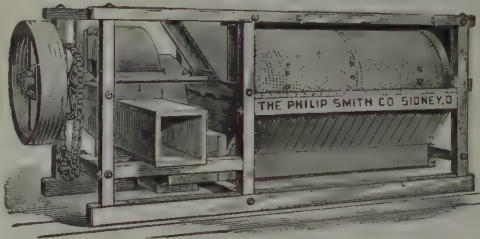
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Capacity of Elevator..... Post Office.....

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We have been manufacturing this Cleaner for twenty years, and never had a complaint on same.

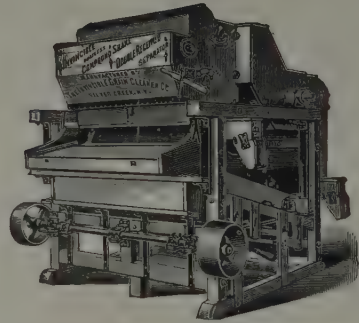


FOR PRICE ON WAREHOUSE  
AND ELEVATOR MACHINERY

WRITE

The Philip Smith  
Company,

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When you want a separator for your mill or elevator, get an

**INVINCIBLE**

then you know that you have the best. There is none better. We build them in all sizes and can fit them with our brush cleaner under the cockle or main screen when desired. Write for prices.

**Invincible Grain Cleaner Co.**

Silver Creek, N. Y.

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Geo. J. Noth, 501-502 Traders Bldg., Chicago, Ill., Phone Harrison 667.

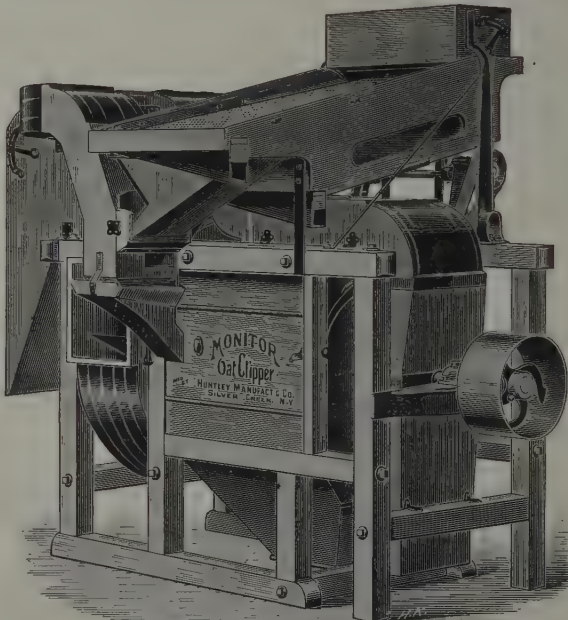
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.

C. L. Hogle, Balchorne Block, Indianapolis, Ind.

N.W. Representatives—Strong & Northway Mfg. Co., Minneapolis, Minn.

## Hardened Iron Case, Adjustable Beaters

These are two of the many points which distinguish the machine pictured here



Monitor Dustless Oat Clipper.

### The Monitor Dustless Oat Clipper

It is unnecessary to state here that the process of oat clipping is a highly profitable one—that is, if it is done correctly. That fact has been established.

The only point then remaining is to decide upon the machine which will do the work in such a way as to return the maximum profit.

The Monitor Dustless Oat Clipper has demonstrated in actual operation that it is the peer of all other machines constructed for a similar purpose. There are reasons enough for it. The machine is designed especially for the purpose by experts who are thoroughly familiar with every phase of the process—with every demand that can possibly be made. The case of this machine is made of hardened iron, cast upon chills, thus assuring greatest durability. It is made in sections so that any of these sections may be removed without taking down the machine. Our separations absolutely guarantee perfectly clean oats.

Send for our complete catalogue.

**HUNTLEY MFG. COMPANY,**  
SILVER CREEK, NEW YORK

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121 Front Street, New York, N. Y., J. W. Perrine, Agent.

Mississippi and 17th Sts., San Francisco, Cal.,

Berger-Carter Co., Pacific Coast Agents.

10 Board of Trade, Kansas City, Mo.,

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JOURNAL BY THE AMERICAN  
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## GRAIN DEALERS JOURNAL

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10th and 25th of Each Month  
by the

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**CHARLES S. CLARK,**  
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A Red Wrapper on your Journal means  
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### The Advertising

value of The Grain Dealers Journal as a medium  
for reaching the grain dealers and elevator  
men of the country is unquestioned.  
The character and number of advertisements  
in its columns tell of its worth. If you would  
be classed with the leading firms, place your  
announcements in the leading Journal.

### Letters

on subjects of interest to those engaged in  
the grain trade, news items and crop reports  
are always welcome.

Entered at Chicago, Ill., Post Office as  
Second-Class Matter.

CHICAGO, ILL., SEPTEMBER 25, 1906.

MAIL invoice of grain to consignee before draft is made then will he be ready to care for both draft and grain when they arrive.

GRAIN dealers who wish to exchange ideas on trade subjects can do so without leaving home by using our "Asked & Answered" and "Letters from Dealers" columns. They are free to all.

CLEAN UP. Clean your elevator often and thoroly and thereby make it less inviting to weevil, grain infesting insects and the fire fiend, as well as a pleasanter place for employes and more inviting to patrons.

WHEN buyers of wheat stop kicking about the rye mixed in wheat and refuse absolutely to accept any rye as wheat, shippers will cease mixing it in, but it will take a long time to reach all the careless farmers who persist in sowing the two grains together.

CONCRETE foundations are not only the best and the cheapest for grain elevators, but the owner can hardly afford to install any other. Concrete if properly laid keeps out water and rodents and makes it easy to keep the lower story clean. If concrete foundation is built three or four feet above the ground it will also prevent fire being communicated to the building from burning weeds and rubbish.

HAD Kansas City's Board of Trade expelled W. T. Redmon as he deserved, instead of suspending him, the decline of Christie's bucket-shop might have been delayed by the arrival of a recruit, who at least knows the difference between the value of ten cars No. 4 wheat and ten cars No. 2.

NAMES of railroad officials having interests in grain firms have not yet been disclosed and we doubt if Senator La-Follette or the Interstate Commerce Commission will be able to prove one case. The grain men may have been content to work for the railroad companies, but not for their freight officials.

MILLERS who find it necessary to ship in wheat in order to keep their mill going are buying more and more direct from country grain dealers who draw from small territory, hence have little or no facilities for mixing. Thereby the millers hope to obtain virgin wheat which will enable them to produce flour of uniform quality.

THE TEXAS Farmer's Union plan for marketing the grain of members contemplates the employment of so many different agents and commissions that the expense of marketing grain thru the Union's agents will be several times what the regular dealers now obtain as their profit. But the agitators must be paid for promoting "these grand reforms."

A LIGHTNING rod may protect buildings from being set on fire by lightning, but it will not protect the farmer's purse from being absorbed by the swindler who generally engages in traveling over the country selling rods. If any grain dealer knows of an elevator, house or barn being saved from destruction by a lightning rod he shud let his voice be heard.

MANY REPORTS from Oklahoma and South Dakota and some from Kansas and Nebraska indicate that the quality of the wheat to be marketed later from these sections will be below that of early receipts owing to too frequent soaking rains. A few complain of wheat sprouting in the stack. The losses suffered each year by reason of deterioration of grain stacked in the open would more than pay for a portable roof or rain shed for every farmer each season.

DEALERS who are so busy they cannot find time to investigate what others in their line are doing, and how, must pay expensive tuition in the school of experience, and oftentimes find it necessary to pay for the same lesson over and over again before learning how to avoid the trouble. That dealer who takes time to read what his brother dealers are doing invariably does his work with the least expenditure of time and labor, with the best results and without worry as to the outcome. No one knows it all,

NORTHWESTERN millers are much agitated over the mixing of durum with other spring wheat by farmers and shippers. They claim that it is utterly impossible for them to maintain the quality of their flour if any durum is mixed in with their wheat, which no doubt is true, but if the millers will equip their plants for grinding durum it will not give them any trouble.

SUBSTITUTION of an inferior for a good article seldom works a permanent saving. Proof of this is seen in many places about the country where old grain elevators are so weak they cannot stand straight, hence must be propped up in order to keep them from falling in a heap. The natural tendency for a barn builder always is to substitute a 2x4 for a 4x4 or a 2x8. He hopes thereby to save a couple of hundred dollars and it may be that he does save that much, but the elevator owner who permits this cheap substitution pays dearly for the builder's economy.

STORING gasoline in a grain elevator is known to be an extremely hazardous practice, in fact it has resulted in the destruction of many plants and the maiming and killing of a number of men. The proper and in fact the only safe way to store it is in a tank underground, at least 20 ft., from the elevator proper, so that the supply can be pumped to engine as needed and the surplus drained back into the tank. Recognizing the hazard incurred by storing gasoline near or in the grain elevator, insurance companies charge well for the privilege. This can be avoided and the safety of the plant greatly increased by placing the supply tank where it belongs. The reduced cost of insurance on building and contents alone will more than pay the cost of placing the tank underground.

CORN SHIPPERS, notwithstanding their expensive experience of a year ago, are again taking fearful chances on cars and corn by contracting new corn. After the distressing experiences of one year ago which drove many shippers into bankruptcy, it would seem extreme folly for any shipper to invite loss by contracting to deliver corn when the prospects for obtaining cars within a reasonable time are so discouraging. It is entirely too early to form any idea as to how soon corn will be in condition for safe shipment. Little is to be gained by contracting either to buy or sell so long in advance of the possible movement of the grain. Texas, Oklahoma, Arkansas and Tennessee dealers might be safe in taking such chances but for Illinois and Iowa shippers to refuse to profit by the experiences of their brother dealers of last year, who are now working for some one else, shows that they have not time to read, do not care to profit by the experience of their brother dealers or that they have very short memories.



GRAIN BUYERS of the corn district who are alive to their own interests and those of the farmers are already agitating for the careful selection of perfectly developed, well matured ears of corn for next year's seed.

DON'T be in too much of a hurry to contract the delivery of new corn. It will be necessary for you to get cars, and corn which will keep until it arrives at destination before you can fulfill your part of the contract.

A 10x12 CUPOLA may answer the purpose now; but will it do five years from now? Suppose you want to put in a cleaner or another leg. You're up against it. The cost of putting on a good sized cupola when you are building is very small compared to the cost of remodeling.

AS ELECTION day draws near some of the prosecuting attorneys who aspire to higher office or re-election are going thru the motions of "fighting the trusts," which consists principally in writing exciting interviews for the sensational press. The Attorney General of Kansas is no exception to the rule, and threatens now to prosecute the millers clubs of the state because they report prices at which sales are made to one another. The attorney general must surely be greatly in need of red fire.

A NORTHWESTERN shipper complains most bitterly because six central market commission firms have agents driving over the country tributary to his elevator soliciting shipments direct from farmers. He neglects however to give the names of the solicitors or the firms they represent all of which should be published to the trade that they may know the receivers who do not want shipments from elevator operators. The receivers will be much better off if they confine their dealings to those who understand the business and have permanent investments in it, as such expect to follow it continually and can hope to profit only by square dealing.

GOVERNMENT ownership of railroads is not necessary to remedy the troubles of the shipping public, nor is it needed in order to stop the granting of rebates and privileges which the year's disclosures have shown to have abounded on every side. Some railroad officials are beginning to appreciate that they would be much better off if all maintained the same rate. No doubt others are looking about for opportunities to grant the favors needed to turn the freight of the large shippers to their line, but the people will no longer tolerate trifling. Discrimination must cease even if new penitentiaries have to be erected to accommodate the violators of the law. The shippers of the country are thoroly aroused and prepared to fight for a square deal. They are in no mood to tolerate further impositions.

IF CONTRACTS are ever to mean anything in the grain trade, they must be lived up to by parties thereto. It is but natural that the dealer who always strives to fulfill his contract or shows a willingness to protect the other party to the contract from any loss due to his default is on the preferred list of wide-awake members of the trade, while picayunish quibblers are on the black list.

WESTERN shippers who have suffered loss by reason of railroad insisting upon docking claims for shortages  $\frac{1}{2}$  of 1 per cent to allow for natural shrinkage, on intra-state shipments should take the matter up with their state railroad commission. Where they have suffered on interstate shipment matters should be referred to the Interstate Commerce Commission at Washington. A few well prosecuted cases will terminate this unjust exaction by the grain carriers.

SOME western elevator men who equipped their plants with electric dynamos have experienced a world of trouble because of the inability of the dynamo to start an elevator leg when loaded. In a number of cases the dynamo has stopped working on account of a plug burning out or short circuit occurring and the elevator leg has backed up and dropped its load in the boot, with the result that the boot and leg had to be thoroly cleaned out before it could be started. In every case it has been necessary to get up speed before turning grain into the leg, otherwise the dynamo would not elevate any grain. There seems to be a crying need for a driving shaft with a triction pulley which will prevent an elevator leg dumping its load, and also enable the dynamo to get up speed before connecting it with the elevator leg. Electricity may be all right for continuous, uniform work, but its use in grain elevators has developed a number of unexpected difficulties.

OCCASIONALLY a shipper sends us a complaint of trickery by some receiver who is offered so much business he finds it to his advantage to operate under two different names in the same market, so that when he is hard up or thinks the grain bot on track is not up to grade he can sell it to his other firm at a big discount and the poor shipper in the country will never know the difference. During the past year we have received complaints against a southern Illinois buyer who indulges in this profitable method, yet in no case has any of the complainants been willing to substantiate his statements. We believe that dishonest buyers who indulge in trickery of this character should be shown up that other shippers may be saved from the same pitfall. Victims who are caught by such sharpers should be only too glad to show up the game and warn their brother dealers against the trick. A comparison of notes by a few victims might result in a suit at law, which would prevent a repetition of the swindle.

SHIPPERS to E. St. Louis are complaining vigorously against the 100-lb. dockage taken by the terminal elevators. For years shippers have protested against terminal dockage for future shrinkage in a somewhat indifferent manner, but never have they kept up the fight long enough to sweep the abuse out of existence.

ADVISING farmers when to hold grain and when to sell is very likely to result in the loss of more business than it attracts, for the farmers are very likely to suspect a selfish motive if much advising is indulged in. Let the farmers do their own speculating; then they will not be able to blame you for losses suffered.

#### MORE GRAIN TRANSPORTING FACILITIES NEEDED.

AS the marketing of the grain crop proceeds, the rail carriers' lack of facilities for handling it promptly is more and more emphatically brot to the attention of the shipping public. The railroads circulate rumors as to their purchase of additional rolling stock from time to time, but without furnishing any marked relief to the grain shippers of the land.

The Pennsylvania is about to increase its elevator facilities at Baltimore and Philadelphia, and Mr. Midgley, manager of the Railway Clearing House, declares that all of the lines terminating at New York are greatly in need of additional grain elevator capacity, the present facilities for receiving, storing and transferring grain to ocean vessels being entirely inadequate to the volume of business offered.

Mr. Midgley has recently proposed a reciprocal arrangement under which each railway is required to pay \$5. a day for each car belonging to another line which it detains beyond a certain period. Such a rule, if enforced, would assist in giving the needed relief, but the suggestions of Mr. Cavanaugh of the Big Four's car service bureau which was published in the Aug. 25th Journal would, if adopted throughout the land, bring quicker and more permanent relief than any reform yet proposed, and what is more, it would greatly increase the earning capacity of every freight car, because it would greatly increase its days of employment.

Under that arrangement no car will be permitted to rust out on the sidetrack of a strange road, far from home. It would be in use transporting freight every day of the year, with the result that the freight-transporting capacity of the railroads would be increased at least 25 per cent without any increase in their rolling stock. It would necessitate a marked increase in the power equipment of every road, but that has long been needed; likewise the adoption of better methods for facilitating the handling of freight at junction and terminals where the delays now, as always, are prolonged, inexcusable and exasperating.

SIMPLER FREIGHT TARIFFS  
NEEDED.

The decision of the United States Supreme Court refusing to hold interstate carriers responsible for the errors of their agents in quoting freight rates makes it absolutely necessary for shippers to keep posted on what are the schedules in force and what they mean. Otherwise, they will frequently be charged more than the legal rate and not always thru error either.

The present schedules are so complex and involved as is clearly shown by a letter of the Auditor of the Interstate Commerce Commission published in this number under the head of "What is the Legal Rate?" that even freight officials of many years' experience are unable to agree upon what is intended by the printed schedules. It would seem that these printed schedules which are designed primarily for public use are really intended to hide rather than to make public the rate.

Until the freight rate schedules are made so clear that even the dumbest of shippers and station agents can readily agree upon the true rate intended the law will work a great injury to those not posted. Few shippers can afford to hire a man to give his entire time to the study of rate schedules and it should not be necessary for any to do so. But the fact remains that shippers who are posted will get the rate to which they are entitled while others must depend upon the agents to pull them thru. The more complicated the tariffs the easier will it be for carriers to favor their friends, hence the railroads may be expected to oppose the adoption of the clear, simple tariff sheet as long as possible.

Whenever in doubt as to the rate you are entitled to rite direct to the Interstate Commerce Commission and shorten the day of the complicated unintelligible rate sheet.

WEEVIL have attacked stacked grain in southern Illinois and no doubt will cause much damage. The temperature has been so high since grain was stacked that weevil have multiplied rapidly and will surely cause more destruction in many sections than is usual. Buyers must watch vigilantly all receipts, lest their bins be filled with the destructive pests before they are discovered.

ELEVEN Grain Exchanges have already appointed delegates to the Uniform Grade Congress proposed by the Grain Dealers National Ass'n. But two have opposed the proposition. The shippers of the country have long suffered frequent and unexpected loss by reason of marked variation in the grading of different markets and wide differences in the rules governing such grading. The shippers have much to gain by uniformity, so with uniform rules and grades there is some hope that they will become sufficiently familiar with the gradings to grade purchases in the country nearer as their sales are graded in the central markets. Reform is much needed, but the trade cannot expect to obtain it until a strong hand takes the lead and forces the reform.

## Cobs

Big dry farms are planned by investors in 75,000 acres of the Cedar Valley of Utah, where practically every foot of the 100,000 acres is good wheat land.

Reynolds Bros., of Toledo, O., are presenting friends with an art calendar of four sheets, each sheet having a lithograph of a footlight favorite in her best role.

In the three provinces of western Canada are 79,951 farmers, using 4,950 threshing machines, reports Frank O. Fowler, Secy. Northwest Grain Dealers Ass'n.

Gov. Jesse F. McDonald of Colorado to-day called a dry-farming congress to be held in Denver Nov. 22, 23 and 24. Representation is invited from all states west of the Missouri river.

Argentine crops recently harvested, gave a yield, as estimated by the Ministry of Agri., of 3,672,000 tons wheat, and 591,000 tons flaxseed. For the next crop the acreage will be 14,820,000 in wheat, 7,410,000 in corn, and 1,100,000 in flaxseed; an increase of 803,000 acres wheat and 190,000 acres flaxseed.

Cuba's trade with the United States in breadstuffs is unimportant, except to certain millers, and during the 7 months prior to Aug. 1 comprised 1,338,000 bus. corn and 418,100 bbls. wheat flour; against 1,134,100 bus. corn and 392,600 bbls. wheat flour during the corresponding period of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

Barley and wheat flour are the Hawaiian Islands' chief cereal imports from the United States, the former amounting to 512,224 bus. and the latter to 63,039 bbls. during the 7 months prior to Aug. 1; against 483,300 bus. barley and 63,098 bbls. wheat flour during the corresponding period of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

A train of twenty carloads of Kansas wheat, with an exhibit car of other products of southwestern Kansas, will be run, by the Rock Island, for exhibition purposes, Sept. 28, from Dodge City, Ford county, Kan., to Chicago, where the wheat will be sold. The entire run will be made in daylight. Stops will be made at all important towns, and 25 grain men of the section will accompany the train.—R. M.

To inspect seeds properly, one should use the cover of a pasteboard box. Put the seed in it, shake it up well and it is surprising how the dirt and light stuff will come to the top and also how much easier it is to see the foreign seeds. Some inspect seed by pouring it into the hand, or wetting a finger and covering it with seed, but both methods are not nearly so good as the "box cover."—J. F. Zahm & Co.

Canadian wheat shipped thru the United States amounted to 1,087,746 bus. during the month of July and to 15,667,000 bus. during the 7 months prior to Aug. 1, as reported by O. P. Austin, chief of the Bureau of Statistics. Nearly all of the shipments of Canadian wheat are destined to the United Kingdom, 6,600,000 bus. passing thru Boston, 4,700,000 bus. thru Portland, Me., and 3,600,000 bus. thru New York.

Tests of the effects of sulphur fumigation upon wheat, corn and barley have been made by the chemist of the local government board of London, Eng., who found that the life of the germ of corn and barley was not affected by the fumes.

The board's chemist says "It is clear that the effect of a single fumigation on the germinating power and commercial value of barley is negligible, and that no appreciable damage will be done in the course of an ordinary fumigation, except, perhaps, to sacks in the immediate neighborhood of the gas inlet."

I believe corn is selling far below its commercial value and I advise buying it for May both up and down. The corn longs need feel no uneasiness. Take the corn and let others have the wheat.—E. W. Wagner.

For permitting Johnson grass to mature and go to seed on its right of way the St. Louis Southwestern Ry. has been compelled to pay W. J. Gentry, a farmer, a penalty of \$25, under the state law, which recently was declared constitutional by the court of civil appeals of Texas.

Appeals from Inspectors' Grading  
In Different Markets.

KANSAS CITY, MO.—During the first eight months of 1906 the appeals committee has been called to pass on the grading of 5 cars; compared with 3 cars during the first eight months of 1905.—Fred H. Tedford, Chief Inspector, State Grain Inspection Dept.

CHICAGO, ILL.—During the 12 months prior to Sept. 1 the appeals committee of the Illinois State Grain Inspection Dept. passed on the grading of 90 cars, the grade of 3 cars being raised and 16 being lowered, while 71 were sustained. For the corresponding months of 1904-5 the committee passed on the grading of 83 cars and two boatloads, raising the grade of 26 cars and lowering the inspection of 13, while the inspection was sustained in 44 cases.

NEW YORK, N. Y.—The total number of appeals for the first 8 months of 1905 were 59, in 47 of which the inspector was sustained, and in 12 of which the inspector was reversed. The total number of appeals for the first 8 months of 1906 were 58, in 43 of which the inspector was sustained and in 15 of which the inspector was reversed.—G. H. K. White, Inspector in Chief, Produce Exchange.

PEORIA, ILL.—We do not keep a separate record of the appeals taken from the grading of our inspectors. I am in favor of the shipper calling for re-inspection whenever he thinks that any inspector has done him an injustice in grading his grain. We are always glad to investigate such claims without any expense whatever to the shipper, no matter whether the original grade is changed or not. I think shippers should visit terminal markets oftener and get better acquainted with conditions.—A. Anderson, Chief Inspector, Peoria Board of Trade.

BUFFALO, N. Y.—There has not been a half dozen appeals from the grading in this department in the past two years and those were mostly on grain graded out of central markets. Our method does not breed appeals, as a rule, as practically every inspection made is accompanied by sample (in and out) which is personally scrutinized by me, so that appeals are narrowed to a difference in judgment between the receiver and myself, and are mostly differences due to grading in other markets after goods have been scalped and doctored. I believe, however, that every shipper should exercise his right to appeal every time he thinks he is not justly dealt with.—John D. Shanahan, Chief Grain Inspector, Corn Exchange.



## Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

### A BIG CAR OF OATS.

*Grain Dealers Journal:* We have just received certificate of weight covering a car of oats, No. 41960 Northern Pacific, which contained 90,880 pounds or 2,840 bus. of No. 3 white oats. This car was shipped to Nye & Jenks Grain Co., and is the largest car we ever shipped.—Geo. W. Post & Son, Lehigh, Ia.

### TRANSPORTATION TROUBLES AT PHILADELPHIA.

*Grain Dealers Journal:* The car shortage question, which is becoming a vital one to the grain trade, is being taken up by the Commercial Exchange through its Transportation Committee. Grievous complaints that business is being seriously crippled through the lack of cars are being heard on every side. The cry of the big transportation companies is always the same. "Be patient and give us time." Shippers and receivers who patronize the trunk lines cannot understand why it is railroads are not sufficiently equipped to accommodate current demands of trade.

It would not be considered a valid excuse for a merchant to say "I have not sufficient clerks, or horses, and wagons enough to fill my orders." Then why should rich and powerful corporations always be pleading the lack of locomotives or rolling stock to transact their business?

The members of the grain trade are on the warpath here and stringent measures will be resorted to. Railroad companies having terminals in Philadelphia must get a move on or there will be trouble.—E. R. S.

### MORE CAREFUL MEN NEEDED IN COUNTRY ELEVATORS.

*Grain Dealers Journal:* The cost of fire insurance on country elevators when carried by mutual companies is based on the number of fires. This is a fact that should be driven home to the employes of every country elevator. It is up to them and them only to reduce the fires. The inspector gets around once a year, and in a majority of cases when the elevator is at its best. The owner seldom or never goes thru the house. But the employe is there all the time. He knows how the machinery is running; knows where the defects in the plant are, and if he is a careful, conscientious man, he will see to it that a fire does not occur thru his carelessness. If, however, he is a lazy, shiftless cuss (and there are lots of them) machinery will go uncared for, bearings that are liable to heat are not looked after, and it is only a question of time until a fire occurs. He tells the adjuster in an easy way that a box must have got hot. What right has such a man to be in charge of machinery? What right has he to be in a position where careful men must pay for his indolence? His place is out in the mud with a pick and shovel. There are better men than

him doing hard labor who would be glad to change places with him.

The day of the shiftless employe around country elevators is nearing an end; and the quicker he is put out where he belongs the better it will be for all concerned. Yours for better men, C. B. A'Parle.

### LOSSES FROM TRACK SOLD AND CONSIGNED GRAIN COMPARED.

*Grain Dealers Journal:* Country grain shippers, thru their persistent complaining of heavy discounts and no premium for the "Or better" grades give me ample evidence of their complete dissatisfaction with the results attained from selling grain on track, yet they continue to accept attractive bids in the same old way. They seem to delight in gambling on the amount and number of losses they can suffer on each carload.

When asked why they do not stop selling on track and thereby avoid ruinous discounts, they say that by selling on track they make sure of their profit and are not held in suspense regarding the vicissitudes of the market during the time the grain is passing from their station to destination.

They may not be worrying over the price that has been promised them, but they must always worry over the price they will receive, because the track bidder, as a rule, in order to get a leverage on the shipper's business, bids a fraction of a cent more than the market warrants him in paying. He feels certain that he will be able to discount same more than enuf to make up any loss he may suffer by reason of acceptances of the extra fraction of a cent.

Occasionally shippers admit that they would have obtained a much better price than the one accepted had the grain been consigned to a live, hustling commission man. Never have shippers of grain suffered from such marked declines in valuation when consigning as they do frequently when selling on track. Surely the decline in quality is not greater when sold on track.

My own experience has proved to me that while selling on track may occasionally result in a good profit it oftener results in amazing loss. By consigning continually I occasionally receive returns that delight me and very seldom do I suffer the unexpected exasperating losses. This may be due to the fact that I am now shipping to a shrewd, hard-working commission man, who is honest and gives me all he gets out of the grain. At any rate my books show last season's profit was much greater than the preceding year when I sold on track. If any other shippers have kept a close record of the results attained in these two ways of marketing grain I would be pleased to know the results. Yours for a Profit, E. O. Jones.

### INTEREST ON ADVANCES.

*Grain Dealers Journal:* The question of interest on advances has not been exploited in the Grain Dealers Journal to anywhere near the extent I felt certain it would be. As shippers seem so blind to the real mischievousness of the move, I again take my pen in hand to express a few thoughts on the subject.

In my articles of April 10th and 25th in the Grain Dealers Journal, I pointed out plainly, I think, the fact that under the system in vogue previous to the introduction of the rule commission firms made more clear money out of every shipper's business than the shipper did,

without having to run any risks and without the investment of anywhere near as much capital. The percentage of country shippers who fail is undoubtedly much larger than the commission firms who fail. I notice that some of them claim that they are only the agent or middleman between the shipper and consumer, and therefore should have interest.

This is a very superficial view. The commission man is a middleman certainly, and so is the country shipper, who is the middleman between the farmer and the commission man. The country buyer pays the farmer for the grain when it is delivered, and then has to hold it until he can get cars, no matter how long that may be, subject to the risk of burning up and of heating, and many times suffers great loss thru the grain getting out of condition. This is especially so on new corn, which heats very quickly and misgrades, and every fall causes immense loss to the country buyer. It also happens every fall, with more or less of the oats, which quickly go into a sweat and knock out all possibility of the country buyer having any profit.

The commission man has nothing of this kind to contend with, as his  $\frac{1}{2}$  cent commission comes just the same, no matter how much the country buyer is out. The fact of the matter is, that the interest charge on advances, the raise to  $\frac{1}{4}$  cent on options and the call bids are all part and parcel of the same scheme of the commission firms to force a commission of about a cent a bushel out of the shipper, instead of  $\frac{1}{2}$  cent.

Altho the attorney for the Board of Trade reported that the call bid scheme was illegal and in open violation of the anti-trust law, they went ahead and passed the measure. It is calculated to prevent open and fair competition. It is a vicious and illegal measure, calculated to force uniform bids by track bidders so much below the actual market value that no shipper of intelligence can accept them, but is forced, in order to protect purchasers, to sell options and consign his grain; and when the grain is sold buy the option back at an expense of  $\frac{1}{4}$  cent a bushel, which gives the commission man  $\frac{3}{4}$  of a cent on every conservative shipper's grain.

Then the interest on advances and shortages easily makes another  $\frac{1}{4}$  cent, making a total of 1 cent a bushel for services which  $\frac{1}{2}$  cent has richly paid for heretofore. That track bidders could be heretofore into the scheme seems somewhat strange to me, as it is certain that the system won't work. Competition to get the grain is certain to result in their breaking over the call bid rule, which they know to be illegal. Several of them are breaking over now and I advise all shippers not to give any track bidder away who does break over the call bid, but to sell them your grain and keep still about it.

If the Board of Trade persists in its foolishness, I think the proper caper for the Grain Dealers Ass'n is to prosecute it for passing the measure, appoint a committee to sell the grain of its members direct to consumers thruout the country and give the receivers the go by.—H. G. Smith, Triumph, Ill.

The October crop report of the government will include an estimate of the average yield per acre of most of the crops harvested, with a report on the quality of the product and the final estimate of condition prior to harvest, of the ungathered products.

## The Interest Charge in Different Markets.

PEORIA, ILL.—Our members are not required to charge interest or insurance either on track purchases or consignments.—R. C. Grier, Secy., Board of Trade.

DETROIT, MICH.—This Board has no rule covering interest charges. It is, however, the custom among our dealers to charge 6% on all advances on consignments.—F. W. Waring, Secy., Board of Trade.

CINCINNATI, O.—It is not the custom in this market to charge interest on advances made on consignment, and our Exchange has no rule regulating this question.—Geo. S. Bradbury, Chief Clerk, Chamber of Commerce.

KANSAS CITY, MO.—Our rules do not require, and so far as I know, members do not charge interest on advances made against shipments to them. The same is true of buyers and shippers of grain.—E. D. Bigelow, Secy., Board of Trade.

TOLEDO, O.—The rule now in force here is that interest shall be charged at the rate of not less than 6% per annum on all moneys advanced on grain or seeds, except when consigned to be sold on arrival or shipped to fill track sales.—A. Gassaway, Secy., Produce Exchange.

PHILADELPHIA, PA.—On advances made on consignments it is customary to charge interest at 6% per annum, but it is a matter entirely with the consignee whether such charge is made or not. There is no interest charged on advances made on purchases.—L. J. Logan, Secy., Commercial Exchange.

DULUTH, MINN.—This Board in August of each year fixes the minimum rate of interest to be charged on advances made by commission firms to country shippers for the following year. The minimum rate established for the year ending Aug. 31, 1907, is 6%.—H. B. Moore, Secy., Board of Trade.

BOSTON, MASS.—There is no rule of the Chamber of Commerce requiring members to charge interest on advances made against shipments of grain. I think I am safe in saying, however, that it is the invariable practice to charge interest, and unless otherwise agreed the rate would be 6% per annum.—Daniel D. Morss, Secy., Chamber of Commerce.

PITTSBURG, PA.—We have no rule governing interest on advances made against consignments, nor is it customary so far as I know for members to charge interest on money so advanced, except where advances have been made on grain that has been received and stored for shipper's account, which is unusual; interest would probably be charged.—John Floyd, Secy., Grain and Flour Exchange.

BALTIMORE, MD.—The rule in force in this market provides that there shall be charged legal interest on all advances, whether made on Bs/L or otherwise; also established rates of insurance upon merchandise received in store or elevator; but interest may be omitted if less than 25 cents. All the charges shall be plainly stated in the account sales.—H. A. Wroth, Secy., Chamber of Commerce.

ST. LOUIS, MO.—Our rule governing the interest charge provides that the member acting as commission merchant shall charge exchange paid on drafts and interest at the current rate on all money

advanced or paid on account of or against such property from the time of such advancement or payment to the time of reimbursement. Interest shall not be charged on payments made for freight, inspection or other incidental expense.—Geo. H. Morgan, Secy., Merchants Exchange.

MINNEAPOLIS, MINN.—Our rules provide that all charges for the proper care and handling of property shall be deducted in rendering account sales. If advances are made, either upon Bs/L or upon grain in the country, the interest on such advances would properly be considered an expense for handling and caring for such grain, and an allowance for such interest would therefore properly be made in rendering account sales. The usual rate of interest is 6%.—L. T. Jamme, Secy., Chamber of Commerce.

MILWAUKEE, WIS.—Sec. 8 of Rule 32 of the Chamber of Commerce provides that interest shall be charged on advances at current rates. Commission merchants, however, may be permitted to omit charging interest on drafts drawn against Bs/L against consignments, for an amount not in excess of the net proceeds of said consignments; such permission, however, not to be in any case applied where a division of commission has been or is allowed, as provided in Sec. 7.—W. J. Langson, Secy., Chamber of Commerce.

BUFFALO, N. Y.—In the matter of grain receivers charging interest on advances made against shipments our rules provide: In addition to the specified minimum rates of commission on grain consigned, are to be charged all legitimate expenses, such as storage, weighing, inspection, insurance, and interest (where advances have been made at the legal rate) and any and all other expenses which may accrue, which are necessarily or properly incurred in caring for the property and guarding the interests of consignor and consignee.—Fred E. Pond, Secy., Corn Exchange.

## Receipts at Buffalo During the Crop Year.

The receipts of grain at Buffalo, N. Y., for the crop year ended June 30, with comparisons for the crop years of 1904-5, 1903-4 and 1902-3, as reported by Fred E. Pond, secy. of the Buffalo Corn Exchange, are given in the table herewith, in bus.:

	1905-6.	1904-5.	1903-4.	1902-3.
Wheat.....	46,398,842	28,026,202	31,502,613	59,537,615
Corn.....	49,063,984	47,381,999	47,023,313	40,083,540
Oats.....	36,619,418	37,885,822	29,842,568	30,493,762
Rye.....	1,136,925	1,750,842	1,858,536	4,170,451
Barley.....	16,363,056	16,938,992	11,022,015	11,251,985
Flaxseed.....	14,310,975	9,650,977	11,089,993	11,215,169

The Illinois Central Railroad for the first time will operate a special good seed train south of the Ohio River Oct. 2 to 12. The route is from Herando, Miss., to Memphis, Tenn.

Mexico's imports of grain during August, 1905, as reported by M. M. Irigoyen, chief of the statistical section, included, oats, 181,271; corn, 2,663,279; and wheat, 4,872,659 kilograms bruto.

Thomas W. Alexander, a defaulter for \$200,000, at Augusta, Ga., has placed his name with those of Harroun and McReynolds, as a manipulator of warehouse certificates. By their laxity in granting loans, bankers invite sharpers to impose upon them with fraudulent warehouse receipts.

## Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

### HOW TO SPLICE ROPES?

*Grain Dealers Journal:* In a number of the Journal not long since there appeared an article and cuts explaining and illustrating the splicing of ropes. In what issue did the article appear?—Elmore & Lemmon, Carrollton, Ill.

*Ans.:* In issue of Oct. 25, 1903.

### QUANTITY OF BISULFID REQUIRED TO SPACE?

*Grain Dealers Journal:* Will the Journal please advise us how much cubic space a pound or a gallon of bisulfid of carbon will impregnate?—H. E. M. Co.

*Ans.:* One pound of bisulfid of carbon will impregnate 1,000 cu. ft. of empty bin space, and one ton of grain.

### WHY IS SHORTAGE OF OATS GREATER THAN WHEAT?

*Grain Dealers Journal:* On fourteen cars of wheat and oats shipped to Toledo, O., during the last 10 days of July and first 10 days of August, we had 6 cars wheat short a total of 12:50 bus. and 8 cars oats short 113:06 bus.

All grain was weighed at our elevator from the same Howe Hopper Scales of 18,000 lbs. capacity. We loaded 1,000 bus. into each car of wheat, and the shortages were 2:10; 2:10; 1:40; 0:50; 3:30; 2:30; and we loaded 1,500 bus. into each car of oats, and the shortages were 15:20; 12:16; 12:20; 12:16; 18:24; 16:24; 10:20 and 14:22 bus.

Will the readers of the Journal please tell us thru its columns why this difference in the shortages on wheat and oats?—C. R. Hopkins, Custar, O.

### WHO IS TO BEAR LOSS BY DELAY OF SHIPMENT?

*Grain Dealers Journal:* We sold A one car of white corn to be shipped to B. We notified A shipment would go forward on July 17; but as we could not get cars then we notified A that shipment would leave July 21.

The car left at 9:35 a. m., July 21, and at 10:25 we received telegram from A telling us not to ship. We wired A that car had gone forward; A wired back "Can't use corn at contract price," which was 46 cents per bu.

A returned our draft and B/L; so we sold the corn to B at 5c loss. The corn was on the road 14 days, and when B received the car he wired that corn was heated and full of weevil. We wired B asking at what price he could use corn; and he wired 25c f. o. b. his track.

When corn left our track it was dry and in good condition. Our loss on this shipment of corn was 31c per bu. Will the readers of the Grain Dealers Journal please give their opinion in the Asked and Answered column as to who should stand this loss, ourselves, the railroad or A?—Zobisch Bros., Hinton, Okla.



# Crop Reports

## Canada.

Gilbert Plains, Man.—The yield of wheat is very good; about 18 bus. per acre. Threshing is progressing very slow on account of the wheat being down and the straw tangled.—F. W. Robinson.

Winnipeg, Man.—Our final summary of the 1905 wheat crop, issued Sept. 20, shows 61,834 cars, containing 1,078 bus. each, inspected, amounting to 66,657,000 bus.; 303,000 bus. marketed at Winnipeg; 1,100,000 bus. in store at country points, on Sept. 1 of old crop; 1,000,000 bus. in farmers' hands; 8,500,000 bus. used for seed and 8,750,000 used by country mills, making a total of 86,310,000 bus. It will be seen by the above summary that our estimate on Oct. 15, 1905, of 86,810,400 bus., and our estimate of June 8, of 85,574,600 bus., were both very close to the actual crop, but our supplementary estimate made Aug. 15, 1905, of 91,600,000 bus., was considerably over.—Frank O. Fowler, secy. Northwest Grain Dealers Ass'n.

Winnipeg, Man.—Threshing is fairly started in Alberta and is one quarter completed in Saskatchewan, and fully one-third done in Manitoba; if weather continues good the next week or 10 days the crop will be threshed and by the 15th to 20th of next month about all will be completed. The excessive heat reduced the yield of some fields fully 10 bus. per acre, and the average yield will be reduced about 3 bus. per acre. The early grain, also the grain grown where the altitude was high and the nights cool, was not affected much by the heat. The crop this year of the Canadian west will likely be the earliest threshed on record, giving the farmers every opportunity to plow a large acreage. The quality of the grain is good.—Campbell & McLean.

Edmonton, Alta.—The estimated average yields per acre for the various grains in this province are as follows: Spring wheat 23.35, winter wheat 20.73, oats 40.35, barley 29.03. These estimates are given from threshers' measure and not by weight. Crops were too far advanced to be impaired to any great extent by hot dry weather, and while in parts the yield will be lessened a little, it will probably not make any appreciable difference to the total yield. The area sown, in acres, and the total yield in bus. for 1906, (estimated) compared with 1905 (actual) is as follows: Spring wheat, acreage sown in 1906, 97,760, total yield 2,332,292, compared with an acreage of 75,353 in 1905 and a total yield of 1,874,505; winter wheat, acreage sown in 1906, 43,661, and a total yield of 907,421 bus., compared with the 1905 acreage of 32,174 and a total yield of 689,019 bus. Oats, acreage sown in 1906, 322,923 total yield 13,192,150 bus., compared with an acreage of 242,801 in 1905 and a total yield of 9,514,130 bus. Barley, acreage sown in 1906, 75,678, total yield 2,201,179, compared with an acreage of 64,830 and a total yield of 1,773,914 bus. in 1905. Hon. W. T. Finlay, Minister of Agriculture.

## Illinois.

Dongola, Ill.—Wheat averaged 16 bus. per acre.—S.

Tamaroa, Ill.—Wheat averaged 10 bus. per acre.—S.

Peotone, Ill.—Oats averaging about 30 bus. per acre.—Deininger & Wilson.

Odin, Ill.—Wheat crop was excellent. Oats have a small acreage. Corn is fair. S.

Danforth, Ill.—Corn is ripening very good and will be an average crop.—R. R. Kohlman.

Granville, Ill.—Crops in our vicinity are not as good as they were last year.—R. Fiedler & Co.

Symerton, Ill.—Corn is fine; best we have had for years. Oats averaging 30 to 35 bus. to the acre.—Walsh & Brassel.

Walker, Ill.—Corn same acreage as last year and just as good. Oats averaged 30 bus. Wheat, max. 20 bus. per acre; quality fine.—Geo. L. Hight & Co.

Elwin, Ill.—Crops are excellent. Plenty of rain. Oats averaged about 45 bus. About same acreage of corn; crop fine, better than last year.—G. S. Connard & Co.

Magnet, Ill.—Corn will make a good crop. Oats made same as last year, about 35 bus.

per acre. Wheat was fine; made from 22 to 37 bus. per acre.—Ed Morris.

Golden, Ill.—The wheat crop was a bumper one this year. About 2-3 in farmers' hands at present. They are holding for better prices.—F. E. Sahland, with H. H. Emminga.

Oconee, Ill.—The hay crop is 10 per cent short of last year, but is 30 per cent better quality. Oats crop is a little better than  $\frac{1}{2}$  crop; quality good. Corn will make 2-3 of a crop.—C. Diefenthaler.

Macon, Ill.—Crop of corn is a little under last year; acreage same as last year. Oats averaged 35 bus.; quality good. Wheat never better.—J. F. Van Gundy.

Assumption, Ill.—Prospects for new corn are much better than one month ago. Expect to handle  $\frac{3}{4}$  of an average crop. Oats are 2-3 marketed and all are of the best quality.—S.

Assumption, Ill.—Corn will make 60 per cent of last year's crop. Oats made about the same as last year, but the acreage was smaller. Assumption shipped out 20,000 bus. of wheat, as compared with 1,000 bus. last year, all testing over 50 pounds.—Assumption Grain Co.

Etna, Ill.—Oats acreage is short of last year and yield was about 20 bushels per acre. Corn acreage about same as last year and yield looks like 30 to 40 bus. per acre. Broom corn has increased acreage, will make a ton to four acres and is worth \$90 per ton. There was 8,000 bus. wheat shipped from Etna this year as compared with none last year.—F. M. Lowe.

## Indiana.

Kouts, Ind.—We have prospects of an enormous corn crop. Mostly all out of way of frost now.—J. J. Overmyer & Co.

Kitchel, Ind.—Not much grain moving now. Some corn selling to make room for the coming crop which is good.—Kitchel's Elevator Co.

Lawrenceburg, Ind.—The hay and oats crops were very short here; not half a crop. Corn is looking well and will be a full crop, if the frost keeps off.—S. A. Van Horn.

Aylesworth, Ind.—Corn is safe from frost, about 80 per cent of a full crop. Oats average about 40 bus. per acre. Wheat ranging from 20 to 45 bus. per acre.—W. M. Rusk, with Jones Bros.

Richmond, Ind.—The average yield of wheat per acre in the state is 19 bus. This year's acreage was 2,105,197 acres, making the total yield 39,998,743 bus. The oat yield averages 27 bus. per acre, which with 1,787,103 acres sown to oats makes a total crop of 48,252,781 bus. The average yield of corn is 39 bushels to the acre, with an acreage of 4,020,232, making a total crop of 156,789,048 bus.—J. H. Stubbs, State Statistician.

## Indian Territory.

Okemah, I. T.—Crops in fine condition and a large acreage of corn.—Geo. A. Newman, mgr. Okemah Mill & Eltr. Co.

## Iowa.

St. Ansgar, Ia.—Shock threshing all done but stack threshing not begun yet.—Lund & Hume Co.

## Kansas.

Cleveland, Kan.—Wet weather is holding wheat back in delivery, also seeding.—J. F. Cheatum.

Codell, Kan.—The wheat that has been sown is all up and looks extra good. It is an extra large acreage.—W. S. Lamb agt. Hoffman Eltr. Co.

Russell, Kan.—Local conditions are quite favorable for fall seeding. The movement of grain to market is quite light, farmers holding on account of low prices.—John Lasure.

## Kentucky.

Frankfort, Ky.—The prospect for a full crop of corn in this state is 102 per cent. The condition of corn Sept. 1 was 100. The estimated average yield of wheat per acre is 13.14 bus. Estimated per cent of crop compared with last year 96. The estimated average yield per acre of oats is 20.75 bus. The estimated per cent of oats crop as compared with last year, 74. The estimated average yield per acre in bus. of barley is 29.25. Estimated per cent of barley crop as compared with last year 100. Estimated average yield per acre of rye 12.80. Estimated per cent of crop compared with last year 86.—Hubert Vreeland, Commissioner of Agri.

## Michigan.

Leonidas, Mich.—Our wheat crop this year is about 2-3 of a full crop. It is sound and in good condition, but a good deal of light wheat that will clean out; is testing from 50 to 53 pounds. Oats are very light in weight; some testing as low as 20 pounds. Corn is a fine crop.—E. N. King.

Lansing, Mich.—Wheat in the greater portion of the state is badly shrunken and light in weight. Considerable threshing has been done and in some localities the wheat is not yielding as well as expected; quality 77 as compared with the average. Total amount of wheat reported marketed during Aug. to mills, eltrs. and grain dealers was 346,082 bus. Estimated total amount of wheat marketed in Aug. is 1,200,000 bus. About 1 per cent of old wheat remains in hands of farmers. Reports give the yield of oats very much below the average, quality inferior and weight per bu. considerably under standard. Estimated average yield per acre is 29 bus.; quality 82 as compared with average. Estimated average yield of rye 14 bus. per acre. August weather was remarkably favorable for corn and prospects are good for an abundant yield. Condition 94, compared with average. Beans somewhat affected by drouth and blight, but promise a fair crop. Quite a large acreage has been harvested in good condition. Condition 86 as compared with average.—Geo. A. Prescott, secy. of State.

**This Car contains ..... bushels of  
Testing  
pounds per bushel. Same has been weighed  
over ..... Scale, in  
Drafts.**

**Please Weigh Carefully at Destination**

**J. C. BRADLEY  
Rossville, Kansas  
Date .....**

## Minnesota.

Orleans, Minn.—Wheat is an average crop here; 15 bus. per acre.—H. H. Burris, agt. Homestead Eltr. Co.

Minneapolis, Minn.—Wheat was injured soon after our last report by the extreme hot weather and since harvest began grain in the shock and stack in southern and central Minnesota and South Dakota has suffered from wet weather. Northern districts are now having some trouble from the same cause. Believe it not too much to say that amount of grain to be marketed in the 3 states has been reduced at least 5 per cent from these causes. Seems likely that there will be only a small percentage of No. 1 northern or No. 1 hard from South Dakota and it is estimated that  $\frac{1}{2}$  the grain in that state is still in shock. This does not probably include  $\frac{1}{2}$  the wheat, but certainly more than  $\frac{1}{2}$  the wheat crop of South Dakota is still either in the shock or stack. The South Dakota condition is duplicated in southern and central Minnesota. In northern Minnesota and North Dakota, where there has been much less rain, it is estimated that 60 per cent of the wheat has already been threshed and 80 per cent of the bread wheat is No. 1 northern or No. 1 hard. From 20 to 25 per cent of the entire wheat crop is durum and 45,000,000 bus. is indicated in the 3 states. On some lines of railroad it seems apparent that the farmers are selling their durum wheat and holding their best bread wheat, but indications are that the movement of the crop to market, durum and bread wheat included, will be accomplished at about the average rate, excepting that it will be somewhat later in the season, because of the wet weather during August and September. We believe 200,000,000 bus. of durum and bread wheat to be the outside figures on the crops of the 3 northwestern states.—Van Dusen-Harrington Co.

## Nebraska.

Shelby, Neb.—About eighty cars new wheat shipped from this station. Movement slow at present. Farmers holding for 60c. Very little old corn in the country. New corn not as good as last year.—Geo. E. Brigham, Agt.

Auburn, Neb.—Our wheat is all of the winter variety and yielded from 30 to 50 bus. per acre. Oats about  $\frac{3}{4}$  of a crop. Corn looks like a full crop. Very good in places but very slim in some localities; as a whole will be close to an average crop.—W. T. York, mgr. C. E. Ord & Co.

Albion, Neb.—The weather has been so very bad that there has been no threshing done for 2 weeks and the oats are still in shock, and in the worst kind of shape, some of them growing. The oats that have been threshed are of a very

good quality, and are very heavy. Corn is almost out of the way of frost, and generally of very good quality. Some late pieces are still to be hurt, but not many are late enough.—B. B. Williamson, mgr. Albion Eltr. Co.

## New Jersey.

Newark, N. J.—All New Jersey crops are reported a fair yield.—J. G. Slocum.

## North Dakota.

Sawyer, N. D.—Threshing is in full blast. Yield of wheat is from 20 to 30 bus. per acre, flax 12 to 13 bus.—P. Martens, Jr.

Fessenden, N. D.—The grade of wheat is good; average yield about 12 to 18 bus. per acre.—G. F. Giltner, buyer for Regan & Lyness.

Deering, N. D.—Threshing is well under way. Yield about 10 to 15 bus. per acre of wheat. Lots of grain is coming to market, from 75 to 100 loads per day.—Fred W. Roberts, Agt., Victoria Eltr. Co.

## Ohio.

Fletcher, O.—Corn is doing finely.—Patty & Coppock.

Cavett, O.—Farmers say they have a bumper corn crop.—Pierce Grain & Hay Co.

Spencerville, O.—We have the largest corn crop in this vicinity that we have had for many years.—Robert Kolter.

Anna, O.—Fine crop of wheat. Oats poor, not over half a crop, but the finest crop of corn ever raised, and all out of harm's way.—Louis Finkenbein.

Lyndon, O.—Corn cutting in full blast; crop is a good one and is out of danger of frost. No wheat sown yet, but some will be sown next. Wheat and wheat sowing will be in full blast by Oct. 1.—Gwynn Coyner.

## Oklahoma.

Byron, Okla.—Farmers here are busy seeding. Conditions of wheat is poor on account of heavy rains. The early threshing was good; some fields making 33 to 34 bus. per acre. Corn was never better.—R. J. Fisher, agt. H. L. Spangler.

Guthrie, Okla.—Estimate an increase of 35 per cent in corn acreage over last year. Average yield will be 50 bus., or a total of 125,000,000 bus. If this should hold good through Indian Territory also, with an acreage of 2,000,000, it will give an even 100,000,000 bus. This would be more than double the yield of the 2 territories for last year.—Secy. McNabb of the Territorial Dept. of Agri.

## Pennsylvania.

Rockhill Furnace, Pa.—The crops are good.—Fuckey & Co.

Philadelphia, Pa.—A great deal of buckwheat has been spoiled by the bad weather during harvest.—X.

Saltsburg, Pa.—Fine crop of winter wheat in this section and threshing is well under way. Quality of grain excellent. Rye an average crop, not much raised here. Oats light crop and poorest quality I ever saw, having been in business here 31 years. They are for the most part literally rotten on account of the very wet season. Corn is going to be good altho the acreage is smaller than usual. Buckwheat good crop as usual.—G. W. Martin & Co.

## South Dakota.

Menno, S. D.—No grain movement yet for this season; having rain every day; some stacks rotting.—J. J. Decker.

## Tennessee.

Nashville, Tenn.—The incoming crop is said to be the largest and the finest quality that has ever been raised in Tennessee. The wheat crop, while good, is not as heavy as in past years and in some sections a poor quality was produced.—V. S.

## Washington.

Tacoma, Wash.—State Grain Inspector Arrasmith estimates the wheat crop of Washington at 27,000,000 bus. this season, against a crop of 32,000,000 bus. last season. The decrease is due to the extreme hot weather, which began early in July when the grain was just filling and continued for weeks without intermission. This shriveled the wheat without otherwise damaging the grain. Different localities were treated differently—the good and bad wheat of the state being in spots. Weather conditions for harvesting have been excellent and little grain has been spoiled either in threshing or harvesting, and this harvesting of the grain in good condition is regarded as an important item. The season offers a strong contrast to the

conditions of last summer, when rain fell in such quantities as to seriously injure the grain. The acreage of wheat of the state is larger than last season, but the yield lighter, all districts suffering proportionately.—H. A. Koster, Seattle, Wash.

## Wisconsin.

Abbotsford, Wis.—Crops are the best in this vicinity that they have been for a number of years.—Louis Olson, agt. H. E. McEachron & Co.

DePere, Wis.—The crops here this season were very good, especially hay and oats. Hay is of most excellent quality and a fair crop. Oats are yielding from 45 to 50 bus. to the acre and are of very good quality.—A. G. Wells, pres. the A. G. Wells Co.

Zanoni, Wis.—Crops in this vicinity are good this year. Rye and oats are fine. Buckwheat is a light crop, as the weather was too hot for it and it is blighted badly; is an extremely light crop. The usual acreage is being sown to winter rye and the recent rains have facilitated the plowing and sowing as the ground is in fine condition for working. Grass is growing finely, as there has been no frost as yet and the weather has been very warm and the growth is rapid. This is not a wheat country. Corn is an excellent crop here this year and it is all cut and shocked now.—H. D. White.

## Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Sept. 25 have been 66,043,000 bus., compared with 54,442,000 bus. for the corresponding period of last season.

Corn receipts for the present crop year prior to Sept. 25 have been 33,779,000 bus., compared with 42,946,000 bus. for the corresponding period of last season.

## Death of W. R. Tilson.

By the death of W. R. Tilson on Sept. 12 the grain trade of New York has lost one of its most popular members.

Mr. Tilson was one of the workers in the Grain Dealers National Ass'n, and was highly esteemed by his fellow members of the New York Produce Exchange, of which organization he had been a member for over twenty years.

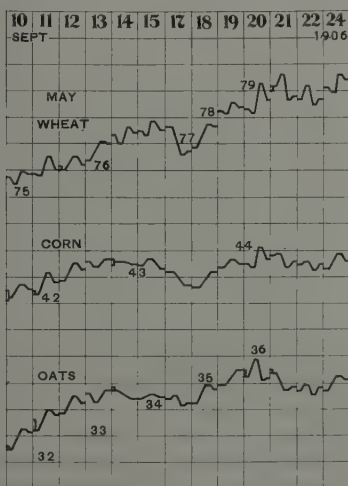
The illness that proved fatal had continued only two weeks. A portrait of Mr. Tilson is given in the engraving herewith. With L. W. Forbell he composed the firm of Forbell & Tilson, grain commission merchants.



W. R. Tilson, Deceased, New York, N. Y.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Sept. 25 are given on the chart herewith.





## What Is the Legal Rate?

The Supreme Court of the United States and other courts have decided that an interstate carrier is not responsible for the acts of its agents when they err and quote a freight rate not provided for by the official schedule. No doubt if shippers were permitted to profit by the errors of station agents many more errors would be made to the great disadvantage of shippers unable to induce agents to err in their favor.

Granted that the court's reasoning is right, how is the shipper ever to know when the correct rate is quoted him? In these days of complex rate schedules no one seems to be able to determine accurately and beyond doubt what the legal rate is.

A dealer was informed that the rate on corn from a station in Iowa to a local station in Illinois was 8½ cents per cwt. and he purchased the corn and sold it on the basis of that rate. This rate, however, was given him by a commercial agent located at a different station from which the grain was shipped. The local agent billed the grain at 13-6-10 cents per cwt.

In the controversy regarding the question of rates on this shipment, which shipment was joint with two roads, the division freight agents of each road were asked as to what the correct rate was. One of whom construed the rate to be 10 cents per cwt, while the other division freight agent construed the rate to be 12-5-10c per cwt.

The question was then referred to the Interstate Commerce Commission, which keeps files of all railroad tariffs published, and it construed the rate to be 12-8-10 cents per cwt. The matter was again referred to the Interstate Commerce Commission more explicitly referring to certain published tariffs, and it then found that the rate should be 12-8-100 cents per cwt.

Every railroad employs expert rate clerks who give their entire time to figuring out rates and keeping track of changes, yet not one of the railroad officials seem to have been able to determine the correct rate in this case. Had the shipper contracted to deliver 100,000 bus. of corn on the strength of the rate first quoted him the error would have ruined him and that too without recourse, which does not seem fair.

The presumption of the courts is that the schedules are clear enough for any shipper to determine the correct rate, but shippers know full well that the schedules are unintelligible puzzles. Few make any attempt to decipher them, but depend entirely upon the irresponsible, don't care station agent for the rate, with the natural result that they often do business on the wrong rate. When first passing upon the Iowa shippers rate problem the auditor of the Interstate Commerce Commission rendered the following opinion:

**RATE ON EAR CORN, CARLOADS, FROM HILLS, IOWA, TO STILLWELL, ILLINOIS, IN EFFECT MARCH 11, 1905.**

Hills, Iowa, is located on the Chicago, Rock Island & Pacific Railway (formerly the Burlington, Cedar Rapids & Northern Railway), 71 miles north of Burlington, Iowa. Stillwell, Illinois, is on the Chicago, Burlington & Quincy Railway, 46 miles south of Burlington.

We do not find on file any tariff which names a through rate on corn from Hills, Iowa, to Stillwell, Illinois, in effect on March 11th, 1905. It is understood, therefore, that the through rate would be determined by combination. The published rate of the Iowa Railroad Commission on corn, carloads, for distance of 71 miles, distance from Hills to Burlington, Iowa, is 6 cents per 100 pounds. Chicago, Burlington & Quincy Railway Tariff G. F. O. No.

13095, I. C. C. No. 5782, taking effect August 15, 1904, which was in force on March 11, 1905, names rate on corn, carloads, from Burlington, Iowa, to Stillwell, Illinois, 8 cents per 100 pounds; but a footnote provides that rates between Burlington, Iowa, and Illinois stations, Illinois Railroad Commission's rates based on actual mileage will govern if lower. The rate on corn, carloads, for distance of 46 miles published by the Illinois Railroad Commission, is 6.8 cents per 100 pounds. As will be seen, this combination makes a through rate of 12.8 cents per 100 pounds from Hills, Iowa, to Stillwell, Illinois.

Respectfully submitted,  
J. M. Smith, Auditor.

But the minute a controversy here in sight and the auditor's decision was questioned he dug into the problem in earnest and in his reply gives us a true insight into the complicated character of the official freight rate schedules. He proves beyond any doubt that the freight officials of the interested carriers know so little about their own rates as not to be trusted by any confiding shipper. He wrote,

### MEMORANDUM TO COMMISSIONER COCKRELL.

In previous memorandum it was stated that the rate on corn, carloads, for distance of 46 miles published by the Illinois Railroad Commission, is 6.8 cents per 100 pounds, making the through rate 12.8 cents per 100 pounds. It is now observed that the published rate for 46 miles of the Commission named is 6.08 cents per 100 pounds, which would make the through rate 12.08 cents per 100 pounds from Hills, Iowa, to Stillwell, Illinois, instead of 12.8.

We are unable to verify the rate of 8½ cents per 100 pounds stated in Mr. Lawhead's letter to be the rate that should have applied on the shipment from Hills, Iowa, to Woodville, Illinois, which he states is authorized by their tariff G. F. D. 10788-A in connection with Amendment 6 to G. F. D. 929-I.

On reference to the tariff referred to it is found to be Chicago, Rock Island & Pacific Railway Joint Freight Tariff on Barley, Flour and Millstuffs, carloads, G. F. D. No. 10788-A (I. C. C. No. C-5972), issued in connection with the Chicago, Burlington & Quincy Railway, effective October 17, 1904, being simply an application sheet, no rates being shown. It provides that from stations named in C. R. I. & P. G. F. D. No. 929-I (I. C. C. No. C-5523), indexed 308 to 338 inclusive, which include Hills, Iowa, to stations on the C. R. I. & P. G. F. D. No. 929-I (I. C. C. No. C-5523), or subsequent issues, will apply. A note in the tariff reads as follows:

"Rates of this tariff will apply on articles taking corn rates named in C. R. I. & P. G. F. D. No. 144-G (I. C. C. No. C-3230), or subsequent issues thereof."

C. R. I. & P. G. F. D. No. 144-G (I. C. C. No. C-3230) took effect December 1, 1902, and contains exceptions to the Western Classification of commodities to their origin at Chicago, Rock Island & Pacific Railway, Amendment No. 64 to this tariff dated July 23, 1904, in Rule 102-C, provides that corn rates shall apply on the following articles:

"Alfalfa Feed, Barley, Bran, Brewers' Cereals, Brewers' Grits, Brewers' Meal, Chopped Feed, Corn Flour, Corn Flake, Corn Meal, Cotton Seed Hulls, Cotton Seed Cake, Cotton Seed Meal, Gluten Feed and Gluten Meal, Grits, Grain Screenings, Hominy, Hominy Feed, Kaffir Corn, Mazza, Middlings, Oats, Oat Dust, Oat Meal, Oat Groats, Oat Flakes, Rolled Oats, Oat Hulls, Rye, Rolled Rye, Shorts, Sorghum Seed, and Wild Mustard Seed, Linseed Cake and Meal, C. L., except where otherwise specifically provided for in tariffs."

As will be seen, Tariff G. F. D. 144-G does not include corn in the list of articles taking corn rates, for which reason reference is made to this rule in the previous memorandum, although the rule was in force on March 11, 1905. While it may have been the intention when publishing the application sheet G. F. D. No. 10788-A, to make the Peoria rates on corn as published in G. F. D. No. 929-I apply to Stillwell and Woodville, the simple reference to G. F. D. No. 144-G failed to accomplish such purpose, as 144-G does not show what rates will apply on corn. This being so, G. F. D. No. 10788-A should have specifically named corn as one of the commodities to be covered thereby, if such was the intention.

Chicago, Rock Island & Pacific Railway Joint Tariff G. F. D. 929-I (I. C. C. No. C-5523) referred to by G. F. D. No. 10788-A for points of origin and as containing Peoria rates, is a tariff issued jointly with the

Cleveland, Cincinnati, Chicago & St. Louis Railway and the Indiana, Illinois & Iowa Railway, effective June 10, 1904. Said tariff shows list of points taking Peoria rates as named therein, but Woodville and Stillwell, not being located on the lines parties to the tariff, are not included, so that the tariff by itself would not apply to either of these points, and, as shown, only applies to those points on Barley, Flour and Millstuffs, carloads, and articles taking same rates, of which corn is not one.

Amendment No. 6 to Chicago, Rock Island & Pacific Railway G. F. D. No. 929-I (I. C. C. No. C-5523) referred to in Mr. Lawhead's letter, and which was in force on March 11, 1905, names rate from Hills, Iowa, and points in same group, to Chicago, Illinois, on corn, carloads, 9 cents per 100 pounds, and provides that rates to Peoria, Illinois, will be 1½ cents per 100 pounds less than the rates named to Chicago. This would make the rate on corn, carloads, to Peoria, Illinois, 7½ cents per 100 pounds (not 8½, rate mentioned by Mr. Lawhead), and would be the rate applicable on corn, carloads, from Hills to Woodville and Stillwell, Illinois, had application sheet G. F. D. No. 10788-A specifically provided for rates on corn in addition to providing for rates on articles taking corn rates.

It would seem that tariff (or application sheet) G. F. D. No. 10788-A should have been made to apply on corn as well as on corn products and other articles taking same rates, but, as before indicated, the tariff as now published does not authorize the application of the rates therein on corn.

We are unable to verify the rate of 13 6/10 cents per 100 pounds which Mr. Lawhead states was charged on a car of corn from Hills, Iowa, to Woodville, Illinois. This point is about two miles south of Stillwell on the same road, and the combination rate, based on Iowa Railroad Commission rate to Burlington, plus the rate of the Illinois Railroad Commission from Burlington to Woodville, would be the same as the combination rate to Stillwell hereinbefore stated, viz.: 12.08 cents per 100 pounds.

Respectfully submitted,  
J. M. Smith, Auditor.

From this shippers will readily discern how simple is the science of rate making and the art of applying it. Shippers who experience any difficulty in comprehending the easy and true way to determine the correct rate should read the auditor's last opinion backwards.

If carriers are not to be liable for the errors of their agents then the agents are very likely to grant the legal rate to favored shippers only and charge those who are too busy to keep posted on their rights and dangers any old rate.

Do you know the legal rate on your shipments?

If not better apply direct to the Interstate Commerce Commission for a decision.

One of the biggest cob fires on record was that which destroyed 1,000 tons of cobs in the cob house of the Indiana Milling Co. at Terre Haute, Ind., Sept. 19. The company grinds the cobs into feed. The cob house was 126 ft. long, 26 ft. wide and 34 ft. high, and the loss is \$5,000. Old Bossy will return thanks for the fire.

With regard to the exhaustion of the wood, oil and coal, the farmer will meet that. Congress has taken the first step in granting free alcohol, and this department is at work learning what can be done to develop its possibilities. The chemists are working at a big cannery in Illinois to learn how to produce alcohol cheaply from the by-products of that business, and an expert who has been sent to Europe will bring back supplies of seed for production of the big stock potato raised there for alcohol and stock food. It is not the ordinary edible potato we know, but will give twice the alcohol per acre. Still other experts are studying the uses of alcohol for heat and power. I have no uneasiness about the prospective lack of coal and oil.—Secy. Wilson of Dept. of Agri.

## A Visit to Illinois Experiment Station.

A party of 60 farmers and grain men made a visit to the experiment station of the Illinois State University at Champaign, Ill., Sept. 6, at the invitation of B. E. Gerber, of McCarty & Gerber, grain dealers of Argenta, Ill.

Guided by Professor J. H. Pettit the visitors were shown several examples of good and bad methods. On one plat corn had been grown continuously for 28 years. Here the yield for 3 years averaged 25 bus.; while where corn and oats had been rotated the average for 3 years was 42 bus. Where there had been corn every third year and oats and clover in succession the other two years the average for 28 years was 59 bus. per acre. With the same rotation, but with phosphorus added, the average yield per acre for the last 3 years was raised to 89 bus.

Of two plats of corn one had ears very high up on the stalk, while the other had the ears low down, accomplished by seed selection. The yield from both plats, however, was the same. The evil of inbreeding was demonstrated by tying sacks over the tassel and the ear to prevent pollen from other stalks falling on the silks. After 3 years of this practice the ears were so dwarfed in size that they amounted to very little.

One of the grain men asked why the grub worm is worse on timber land; and a farmer stated that the June bug, which is the parent and child of the grub worm, likes to be near hard wood, that he seems to feed on it.

Drilling of oats as tested on 20 varieties produced an average of 10 bus. per acre better than discing. A yield of 120 bus. per acre was obtained by selecting seed, placing the oats in hills of separate kernels 2 inches apart in the row and the rows 8 inches apart.

**THE EFFECT OF FERTILIZER** on the experimental plats was observed by the visitors. Like alcohol many commercial fertilizers only stimulate and after the effect is gone, the soil is worse off than before. This is due to the acid phosphate, which has a tendency to sour the soil. It was explained that what the soil needs is plant food and nitrogen. Lime alone is not as good as lime, potas-

sium and phosphate. Nitrogen is taken from the air and fixed in the soil by soy beans, cow peas, clover, alfalfa and the vetches. To help the alfalfa get the nitrogen the ground shud be inoculated with bacteria, which may be obtained from the soil of the wagon road where the common sweet clover has been growing and scattering it over the field.

Land treated with phosphorus produced 3 tons of clover hay per acre, while land not so treated produced 1¼ tons per acre. Steam bone meal is considered the best fertilizer, 200 lbs. per acre will produce good results for 3 years, when the treatment may be repeated. It is best applied with manure. Rock phosphate is considered next best and 60 lbs. per acre every third year is a good application.

One peck of cow peas per acre will be sufficient seed. Clover is considered a little better fertilizer than cow peas, because when both are sowed in the corn the peas get their growth when the corn is growing, while clover does most of its growing when the corn is matured. The clover seed is to be sown before the corn is laid by. Wheat with rock phosphate produced 36 bus. per acre, while without it there was an average of 25 bus. per acre.

The party returned to their homes thoroughly well satisfied at having a day so well spent. Many were tired out with walking over fields and roads; but the impression made by the object lessons seen will remain much longer with the observers than the same information read in the books.

## One of Dull's Days at Rockford, Ohio.

The busy scene at the elevators of the Rockford Milling Co., Rockford, O., depicted by the illustration given herewith is said to have been taken on a day when receipts were only "ordinary."

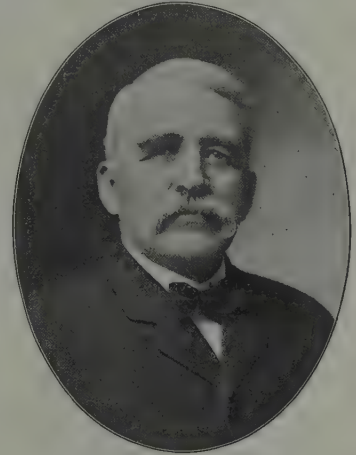
Mr. A. P. Dull, mgr. of the company, writes that, receipts from farmers' wagons often amount to 16,000 bus. a day. From July 1st to Aug. 25th this year, 218,000 bus. of wheat, oats, corn and seed were received.

Altho this has been one of the company's best seasons its annual shipments often amount to 800,000 bus. As its ele-

vator can accommodate only 60,000 bus. and its mill has flour producing capacity of only 100 brls. a day, a bountiful supply of cars is essential to the receipt of grain being continued daily during the harvest rush.

## Death of M. E. Duff.

Michael E. Duff, secy. of the Duff Grain Co. and one of the most prominent citizens of Nebraska City, Neb., died Sept. 14, aged 65 years.



M. E. Duff, Deceased, Nebraska City, Neb.

Mr. Duff had been ill for several weeks with malaria, complicated with an attack of jaundice, and had been confined to his bed since his return Aug. 24 from Atlantic City, N. J., where he went for rest and recreation.

A varied experience gave Mr. Duff an all round capacity, and his advice was often sought. He was born in Wisconsin and removed to Elkader, Ia., at the age of 15 to engage in the general merchandise business. At 21 he was elected recorder of the county and filed the office two terms, when his health failed and he went to California to recuperate, returning after two years. He engaged in the practice of law with success, and became connected with the land department of the Chicago, Milwaukee & St. Paul Ry. His next venture was in the real estate business at Minneapolis, Minn., which city he left to represent a large foreign fire insurance company at Chicago.

Mr. Duff's connection with the grain trade began in May, 1886, when he removed to Nebraska City with his family, to form a partnership with a brother, N. A. Duff, and he has been identified with the grain business ever since. Tho the daily requirements of his grain business were exacting Mr. Duff found time to serve as pres. of the board of trustees of the free public library, in which he exercised a painstaking oversight. He was a director in the Nebraska City National Bank, the First National of Syracuse, and the Bank of Unadilla, and held an interest in other financial institutions. A portrait of Mr. Duff is given in the engraving herewith.

He was kindly of heart and possessed a quiet and retiring disposition. He will be missed from the walks of life where he filled the duties of every one so well. He is survived by his widow, two sons, Edwin A. and Philip, and one daughter.



A Busy Day at Dull's Elevator, Rockford, Ohio.



## Shrinkage of the Shipper's Bank Account.

BY HENRY W. KRESS.

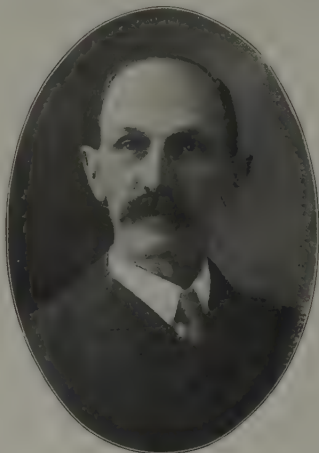
Which is most to blame—inspection or discounts? How many country shippers have ever stopped to reflect whether it is the inspection or discounts that have caused a shrinkage in their bank account? The shortage question, to my mind, is as nothing compared to the real shrinker.

We know that we shall continue to have shortages as long as the railroads continue to use their present poor equipment, but we cannot account for some of the heavy losses on stuff sent to the terminal markets.

In meeting one of the large receivers some few months ago I was asked by him what my conclusions were—after my study of terminals—regarding the dissatisfaction existing amongst the shippers. I told him that my conclusions were that it was not the inspection so much as it was the fault of the firms handling the shipper's business. He told me he thought the same as I did, that he had been a receiver for some twenty-five years and that it was the fault of the individuals handling the shipper's grain and not the inspection rules.

I want to see good brought out of bad which cannot be accomplished by attacking the reputation or character of individuals. Some men who handle the shipper's stuff have no scruples when there is a consideration of dollars and cents at stake. Men such as these when handling a car of stuff that is off-grade gauge the discounts in proportion to their conscience, which, when summed up, in the end amounts to nothing from nothing

over-estimated the bad condition of his corn. He sent a message to the buyer to re-bill the corn back to his station, as he could use it for feeding purposes at that



W. A. Forsalith, Hadley, Minn.;  
Director Tri-State Grain Dealers Ass'n.

price. On arriving home, however, he was handed a telegram from this buyer offering him 45c for his corn, which he accepted—a difference of 20c per bu., amounting to over \$200.

I know of numerous other cases similar to this one. The inspection in this case was not to blame, but the discounts imposed by the receiver. The great trouble is when the country shipper accepts these discounts and tries to fight his battles through the mails he is climbing up the wrong tree. Because he is taxed a heavy discount he blames the inspection, believing this to be the cause of his trouble. Theoretically he is right, but practically he is wrong. Theoretically, because there is a stigma attached to no grade or n. e. g., which allows a big field for the purchaser to pay on, in that there are good off grades as well as bad off grades. But unfortunately they are both placed under the same title. Practically wrong, because the fact of good and bad off grades being under the same title gives the unscrupulous receiver the opportunity, as I said before, to gauge the discount by his own conscience, which is rather a flimsy affair.

The inspector has rules laid down to him which he must follow, but the man buying or selling the shipper's grain has not a set of rules to distinguish right from wrong, other than his own intuition, which depends entirely upon his idea of a square deal. So let me repeat again, I find it is not the inspection which causes the shipper heavy losses, but the discounts imposed upon his stuff when arriving at the markets and grading no grade or n. e. g. The proper way to do would be to classify no grade and n. e. g. so that the shipper would be given credit for his good as well as bad no grades.

Receipts of grain at Omaha during the crop year ending June 30 are reported by Secy. E. J. McVann of the Grain Exchange as having been 6,828,000 bus. wheat, 22,367,000 bus. corn, 9,833,000 bus. oats, 275,000 bus. rye and 241,000 bus. barley, total, 39,545,000 bus. The shipments during the crop year have been 5,867,000 bus. wheat, 22,395,000 bus. corn, 9,682,000 bus. oats, 301,000 bus. rye and 134,000 bus. barley, a total of 38,380,000 bus.

## Settling Railroad Claims.

Railroads almost always refuse to pay a claim for loss by delay when presented for the first time. On general principles the claim agent calculates that many will give up the attempt to collect when payment is declined for one of the many stock reasons that occur to the quick witted claim agent after a cursory reading of the shipper's letter.

Of the stock reasons for refusing payment the common ones are that "Our contract does not call for delivery of the property at destination within any specified time," "We are not responsible for delays by reason of traffic conditions which we are powerless to control."

Not even a claim agent will deny that there is a limit to the time that a shipment should be in transit. The question arises: What is a reasonable time? The experienced shipper can state that a week is a reasonable time, knowing this to be the average time for a car to reach the destination; but his affidavit is not accepted as proof. A record of the time taken by certain specified cars to make the distance is very valuable right here.

One shipper keeps a record showing in each instance the car number and initials, the date of the B/L, the date of actual shipment (which may be a day or more later), the kind of grain and weight of the freight, its condition when loaded and the state of the car, the name of the consignee and destination of the load, the junction points where transfer will be made to a connecting line (if any), the records shown by tracers, the date of arrival and the date of unloading.

When a car has been delayed by standing on a side track for a month the docu-



H. H. Minthorn, Bradley, S. D.;  
Director Tri-State Grain Dealers Ass'n.

leaves nothing. Thank heaven, the majority of our receivers are not of this class.

Here is an actual case and one of the many that I have heard of. A shipper was offered 49c f. o. b. his station for a lot of corn, which he accepted. His corn was sold for No. 3, but on arrival at the market graded n. e. g., and he is informed by the buyer that 25c is the best that can be done on the corn, as it is heating and out of condition. The shipper was not satisfied and took the first train to the market to investigate. On arriving he noticed that the corn was in the act of heating, but that the buyer had



E. P. St. John, Clear Lake, S. D.;  
Director Tri-State Grain Dealers Ass'n.

mentary evidence that a dozen other cars shipped at other times arrived at destination in 5 days is such obvious proof of negligence that the justice of the claim can not be denied by the claim agent. It is well not to use all the ammunition in the first letter, since the claim is due to be refused once. The evidence which is most valuable should be reserved to attach to the papers for the second or third presentation.

Railroads have their claim bureaus organized on a systematic basis and the shipper who aims to collect must meet their system with method. Slovenly methods of working up the details that

make a claim good will not do. Every matter should be accurately stated to the shipper's best knowledge, taking nothing for granted. When the shipper's demand for the settlement of a claim fails to cover an important point the claim agent makes the loophole a pretext for further delay.

Tracing cars often gives data of great value in demonstrating just where the delay occurred. On the request of the shipper the railroad agent at the country station will "trace" a car, by mail or wire, usually the latter. The tracer locates the car and when found it is hurried forward. The car accountant or car service agent of the railroad keeps a record of the movement of the cars, and can furnish the shipper a history of its travels upon receipt of car number, initials, shipping station, date of B/L, name of consignee, kind of freight and destination.

A return postal card with the foregoing data written at top and space below for the report will aid the accountant in giving the information, since it only remains for him to fill in the names of towns passed and the dates, stating whether transferred or wrecked or set out for repairs. The cause of chronic delays at a certain point is sometimes revealed by the car service report on a car, and when thus brot to the attention of the proper officials effects an instant improvement of the service by the removal of the employee guilty of neglect.

## Incendiaries Rampant in Iowa.

So many attempts have been made to burn grain elevators in Iowa during the past two months that grain dealers who are unfortunately situated in the incendiary's stamping ground are urged to extraordinary vigilance.

The territory favored by the firebug is Benton County and south, but other incendiary fires have been reported in the western part of the state.

At Vinton two attempts to burn elevators were made in one night, one of which was successful. At Laporte City the firebug filled a box with waste and saturated it with oil. Another attempt at Mt. Auburn likewise failed.

A new field was invaded by the dastard on Sept. 12, when the elevator at Pocahontas, of the Farmers Grain & Coal Co., was destroyed. The intent was to burn the elevator of the Wheeler Grain & Coal Co., since the flames were kindled so that the strong wind would bear them in that direction. The house caught fire twice, but was saved by hard work. This fire was started at 8:30 p. m.

The ruins of the Farmers Elevator are shown in the engraving herewith. The

farmers bot the building in June, 1905, paying \$4,500 for house and machinery. It contains 3,000 bus. of corn and oats. The insurance on the building was \$4,000, and on the grain \$1,000.

## Imports and Exports of Rice.

Rice, rice flour, rice meal and broken rice amounting to 125,009,000 lbs. was imported during the 7 months prior to Aug. 1; compared with 55,112,000 lbs. imported during the corresponding period of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of rice, rice flour, rice meal and broken rice were 14,855,000 lbs. of domestic and 6,021,000 lbs. foreign growth during the 7 months prior to Aug. 1; compared with 82,089,500 lbs. domestic and 4,686,900 lbs. of foreign growth during the corresponding period of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

The Nashville Ass'n of Credit Men at its meeting July 20 warmly applauded the course of the Atlanta Ass'n in waging war on bucket-shops. The Georgia and Florida Bankers have endorsed the work of the Atlanta Ass'n, which effected the passage of the law against bucket-shops.

Suspension wholly or in part of the customs duties on wheat and flour, oats, barley, dried pease and beans by decree of the government is provided for in a proposed law of France published recently in the *Journal Officiel*. Such decree is only to be issued in time of mobilization of the army.

The idea seems to be prevalent that there should be continual war between the grain buyer and grain sellers. The sooner the grain dealers correct this idea and work in unison with the farmers, for better markets as well as better grain, the better for the grain trade.—Prof. Andrew Boss of Minn. Exp. Sta.

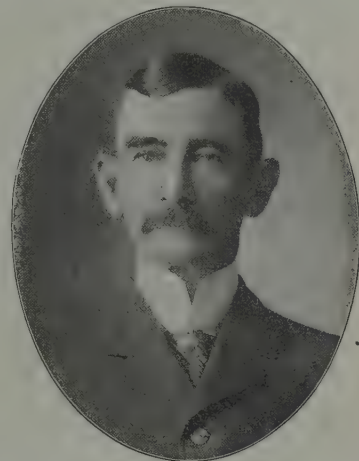
Winter oats for Maryland and lower Pennsylvania are to be developed by the U. S. Dept. of Agri. L. A. Fitz, government grain expert, has been examining the crop and will urge the Dept. to cross the hardier oats with the winter varieties, and thinks that within three years the government will be able to supply the seed.

Suction producer gas is a mixture of water gas (H) and carbon monoxide (CO). Water gas is produced by the decomposition of superheated steam (H<sub>2</sub>O) into hydrogen (H) and oxygen (O). Carbon monoxide is produced by the combustion of coal (C) under a lack of air (O). The mixture is sucked thru the apparatus by the gas engine.

## P. J. Thistlewood's Fall to Death.

In jumping off an Illinois Central passenger train which he had boarded by mistake, P. J. Thistlewood, one of the pioneer grain dealers of Cairo, Ill., was instantly killed on the morning of Sept. 17.

That morning Mr. Thistlewood and his brother, Capt. N. B. Thistlewood, started to go to Chattanooga, Tenn., to attend the soldiers' reunion to be held in the national park at Chickamauga. In the darkness they boarded a train bound for St. Louis, and only discovered their mistake after the train was moving too fast



P. J. Thistlewood, Deceased, Cairo, Ill.

to get off. They concluded to wait until the train slackened its speed at the Big Four crossing, and there jumped, from opposite sides of the same platform. A few steps ahead of Mr. Thistlewood was an open coal bin, into which he plunged 10 feet to the floor and fractured his skull. Death was instantaneous.

The accident was a great shock to all who knew him. Mr. Thistlewood had always been a very conservative man and had always been very cautious about getting on and off trains.

P. John Thistlewood was born in Kent county, Delaware, 65 years ago; and in the spring of 1866 caught the gold fever and went to Montana, where he worked in the quartz mines two years. Returning east he engaged with Captain Thistlewood and another brother in merchandising at Mason, Ill. In 1872 he went to Cairo and established the firm of Thistlewood & Co., dealers in grain and hay. Captain Thistlewood was a member of the firm, which now is an incorporated company. On the retirement of the Captain in 1877 Mr. Thistlewood conducted the business alone until 1884, when Samuel Hastings became associated with him and they remained together for 7 years. A few years ago Mr. Thistlewood took his sons, W. B., John and Arthur, into partnership and they have since continued the business.

For five years following 1885 Mr. Thistlewood resided at Wichita, Kan., dealing in real estate, and was very successful. He was married in 1872 to Miss Hattie Barney, and is survived by his widow, three sons and two daughters. A portrait of Mr. Thistlewood is given in the engraving herewith.



Ruins of Farmers Elevator at Pocahontas, Ia., Destroyed Sept. 12 by an Incendiary.



# Grain Trade News

## CANADA.

Yorkton, Sask.—The eltr. for Bull & Snell has been about completed.

Stoughton, Sask.—The eltr. for Culver & Burwash has been about completed.

Hitchcock, Sask.—The International Eltr. Co. has completed its 32,000-bu. eltr. here.

Edmonton, Alta.—John Gillespie, of Stephen, Minn., is building an eltr. near here.

Roland, Man.—The McCabe Eltr. Co., has purchased the eltr. of the Northern Eltr. Co.

Vermilion, Ala.—Work has been begun on the eltr. and chop mill of O. Baker & Sons.

Dana, Sask.—The 35,000-bu. eltr. for the Western Canada Farmers Eltr. Co. has been nearly completed.

Binscarth, Man.—The Echo Milling Co., of Gladstone, has leased the eltr. of T. M. Leggatt for the season.

Swan River, Man.—The British America Eltr. Co. is building eltrs. at Benito, Kenville, Durban and Swan River.

Redvers, Sask.—The Imperial Eltr. Co. has completed its eltr., which will be in charge of John Dods this season.

Headingley, Man.—Heather & McLean have purchased the Headingley mill and eltr. and now have the plant in operation.

Pincher Creek, Alta.—The Pincher Creek Mill & Eltr. Co., has let the contract for the erection of a mill and eltr. The location has not been made public.

Elgin, Man.—The Western Canada Flour Mills Co., of Winnipeg, has purchased the eltr. which B. Herbert Dial recently purchased from the Farmers Eltr. Co. Mr. Dial will manage the business for the new owners.

Winnipeg, Man.—The Grain Growers Grain Co. has opened an office with two managers and a board of control, and E. A. Partridge of Sintaluta as pres. Application has been made for membership in the Grain Exchange.

Ft. William, Ont.—The total number of cars of wheat received at Ft. William and Port Arthur during the crop year prior to Sept. 1 was 52,125, with an average shrinkage of 10¼ bus. per car.—Frank E. Gibbs, Dominion Grain Inspector.

Gilbert Plains, Man.—The Canadian Eltr. Co. purchased the eltr. and grain interests here of the Export Eltr. Co. and resold it to the British America Eltr. Co. The Gilbert Plains Milling Co. has sold its mill and interests to A. W. Heath, who was mgr. for the company.—F. W. Robinson.

Winnipeg, Man.—Three Galicians were arrested Sept. 13 for stealing wheat from cars in the yards of the C. P. Ry. The thieves were caught in the act of holding a sack under a hole bored in the bottom of a car of wheat and it is rumored that a score of these Galicians have been tapping the cars in the yard. Two of the prisoners were fined \$10 and costs and the other was fined \$5 and costs.

## WINNIPEG LETTER.

Melfort, Sask.—Eltrs. are being built

here for the British America Eltr. Co. and the Western Eltr. Co.

Kaleida, Man.—The Western Eltr. Co. is building an eltr.

Culross, Man.—The Northern Eltr. Co. is building an eltr.

Tisdale, Sask.—The British America Eltr. Co. is building eltrs. at Tisdale and Quill Lake.

Mortlach, Sask.—The Western Eltr. Co. is building eltrs. at Mortlach, Desford, Theodore and Paswegin.

Ft. William, Ont.—The foundation of the Ogilvie Mills Co. eltr. to replace the house that collapsed has been completed.

Besides the big Grand Trunk Ry. eltr. at Tiffin, Ont., on Georgian Bay, another large eltr. will be built to hold Western Canada wheat via Fort William and prevent congestion in the west. The Ry. will also be doubled tracked from Tiffin to Port Hope.

Last year at this time the eltrs. were filled. The new 1,000,000-bu. eltr. at Tiffin, on Georgian Bay is about completed, while the 1,000,000-bu. addition to the eltr. at Depot Harbor, Ont., and the 1,500,000-bu. eltr. at Goderich give 3,500,000-bu. additional storage over last year.

Wheat continues to be marketed in surprisingly large quantities each day, the weather being excellent for threshing and deliveries. Up to the end of the present week (Sept. 21) the total on both lines, the Canadian Pacific and the Canadian Northern, is over ten million bus.; at this date last year it was only 4,500,000 bus. Wheat is being well handled by the transportation companies, but this week two bridges were burned out on the Canadian Northern line west of Port Arthur, tying up 1,500 cars and causing a serious blockade. Next week is a trying time for the transportation companies as the big rush will then be on, but as the eltrs. at Fort William and Port Arthur are practically empty, there will be no delay in receiving wheat.—C.

## CHICAGO.

Memberships in the Board of Trade are selling at \$2,800.

Walter T. Stockdale has applied for reinstatement in the Board of Trade.

Shorts in September corn were given a squeeze last week. That option climbed to 6 cents over the May delivery.

Geo. T. Sidwell was married on the evening of Sept. 18 to Miss Leta Pratt at the home of her sister in New York.

H. A. Hill & Co. have succeeded Hill & Hammond, Oliver C. Hammond having retired Sept. 15 on account of poor health.

Notices that the annual meeting of the Board of Trade Mutual Benefit Ass'n will be held at 3 p. m., Sept. 28, are being sent out by M. D. Stevers, secy.

A movement is on foot to have the state laws amended in the interest of legitimate transactions on the Board of Trade and against bucket-shop gambling.

Renslow S. Parker, senior member of the former grain commission firm of R. S. Parker & Co., died Sept. 19, aged 82 years, after a long illness. Mr. Parker

retired from active business about 5 years ago.

Marfield, Tearse & Noyes recently incorporated at Minneapolis, Minn., with \$250,000 capital stock, has incorporated under the laws of Illinois, with \$75,000 capital stock, with headquarters at Chicago.

The Chicago, Burlington & Quincy Ry. has revised its proportional tariff from Illinois points to Chicago, applicable on grain forward east via lake, eliminating the clause restricting such rates to grain handled thru C. B. & Q. eltrs. only.

The grain committee of the Board of Trade recently took up with the inspection dept. the liberal grading of oats. It is said No. 4 white oats have been graded No. 3 white, and that the latter has been called standard.

The trial of George S. McReynolds on the charge of fraud in the issuance of warehouse receipts has been postponed until Oct. 29. The sale of McReynolds' eltrs., which was to have been held Sept. 17, has been postponed until Oct. 16, because no adequate bids were received.

Corn is going around Chicago on account of the Big Four and Wabash roads making a rate of 19c from 110 per cent points to the eastern interior, against 21c thru this city. Eastern lines are unable to agree among themselves regarding grain rates from interior Illinois points.

The regulations regarding the employment of solicitors by members of the Board of Trade have been amended by the directors with a clause "A member of this board acting as a solicitor, either upon a fixed salary or a percentage basis, is not entitled to a division of the commission earned upon business obtained from non-members."

The granting of milling in transit privileges on thru shipments here is being investigated by P. P. Rainer, chief of the joint rate inspection bureau, with a view to having action taken at a meeting of traffic officials of eastern and western lines. The eastern trunk lines now grant the privilege on payment of ½ cent per bu., but grain shippers feel the service should be free.

The business of the W. R. Mumford Co. has been divided, C. H. Thayer taking over the entire grain and seed business, under the firm name C. H. Thayer & Co., while the hay and straw business is continued by W. R. and his son, C. R. Mumford, under the name W. R. Mumford & Co. Mr. Thayer has formed a connection with W. G. Press & Co. whereby he is assured of ample capital. The change will become effective Oct. 1.

D. C. Hoffman was called before the insolvency committee of the Board of Trade Sept. 20 to explain his failure to pay for oats bot. When a check for \$560 given by him was refused by the bank, several firms of whom he had oats bot. endeavored to get back the grain. Rumsey & Co., and Marfield, Tearse & Noyes filed attachments aggregating \$11,500. He is charged with obtaining money under false pretenses. He says that before he gave the check he deposited \$2,700 in drafts and Bs/L in a bank that had always honored his paper.

F. P. A'Brunswick, who recently sent out three typewritten and printed circulars soliciting speculative orders to be executed at his discretion, has been censured by the directors of the Board of Trade in the following resolution: Resolved, That the methods of soliciting business employed by Mr. F. P. A'Brunswick

wick in his recent circular to the public at large meets with the condemnation of the Board of Directors of the Board of Trade, and that Mr. A'Brunswick is hereby censured for the same, and is instructed to discontinue such practice at once.

Applications for membership in the Board of Trade have been made by Leavenworth Fowler, Edgar Olin Bragg, Herman C. Grabo, Geo. Willard Hales and Israel M. Simon. The applications of Sylvester M. Rose, Wm. Newton Ferguson, Hugh Blythe and Isaac Pieser have been approved by the directors of the Board of Trade. The memberships of Geo. E. Pierce, Lincoln Pacey, John W. Hirst, Jas. M. Smith, Albert Dickinson, Chas. D. Boyles, Sampson W. Parsons, Arthur L. Mills, Robert J. Morrow, Archibald R. Dennis, Oliver C. Hammond, Richard Singer, Wallace E. Stewart, Est. of Thos. E. Barrett and Martin G. O'Brien have been sold.

## COLORADO.

Bloomfield, Colo.—R. W. Coleman has installed an improved Hall Signaling Grain Distributor.

Denver, Colo.—The new 300,000-bu. cribbed eltr. being erected here by the Longmont Farmers Mill & Eltr. Co., is nearing completion.

## IDAHO.

Coeur d'Alene, Ida.—J. W. Wiggett is building a warehouse and will engage in the wholesale grain and feed business.

## ILLINOIS.

Odell, Ill.—Gulshen & Craven have repainted their eltr.

Windsor, Ill.—The Windsor Grain Co. has been dissolved.

St. Elmo, Ill.—J. A. Freeman has removed to Sullivan.

Holder, Ill.—J. C. McCord has bot out A. W. Anderson.—S.

Goreville, Ill.—The grain trade is good here now.—W. P. Gore.

De Soto, Ill.—P. K. Friedline is in the grain and milling business.

Ontarioville, Ill.—Louis Wilkening will build an eltr. here this fall.

Arthur, Ill.—C. A. Davis has purchased the old Baker & Cahill eltr. property.

St. Bakers, Ill.—L. W. Adler has purchased the eltr. of the late Fred Sohler.

Sullivan, Ill.—E. B. Fidler has traded his eltr. to C. A. Burks for northwestern land.

Rapatee, Ill.—Nelson Bros. have installed a new 6-h. p. gasoline engine in their eltr.

Radom, Ill.—The Cairo Milling Co. is buying wheat here with M. D. Pawlowski as agt.—S.

Odin, Ill.—The A. M. Woodward Co. is doing a grain and merchandise business here.—S.

Walker, Ill.—We are building a 17,000-bu. crib as an addition to our eltr.—Geo. L. Hight & So.

Colfax, Ill.—We have put in a 12-h. p. Fairbanks Engine and have painted our eltr.—J. E. Hawthorne.

Savoy, Ill.—N. M. Burt has succeeded C. M. Ricketts as mgr. for Morrison & Grindley, of Champaign.

Cairo, Ill.—P. Gibbons has engaged in the hay and grain business under the name P. Gibbons & Co.

Sigel, Ill.—Alex Bigler has succeeded Berchtold & Bigler. Mr. Berchtold has gone into other business.—S.

Ulrich, Ill.—Bailey Bros. & Kearney have replaced their 30,000-lb. hopper scale with a 1,000-bu. American Grain Meter.

Vera, Ill.—D. H. Sproul has closed his eltr. and gone into the feeding business, as no shipping is done from this station.

Edgewood, Ill.—B. T. Wade ships some hay from his branch office here, but the grain is all used for home consumption.—S.

Pulaski, Ill.—M. P. Maberry is buying grain here, using the mill as his eltr., but does not operate the mill very much.—S.

Pana, Ill.—I have an office here and buy hay at this station, but buy grain at Dunkel, where I have an eltr.—Jas. F. Umpleby.

Campus, Ill.—John Feehery has resigned his position as mgr. of the Campus Grain & Coal Co., his resignation to take effect Oct. 1.

Ullin, Ill.—No eltrs. here from Wetaug to Ullin. The land is broken and rolling. A little corn is raised, and less oats and wheat.—S.

Cobden, Ill.—I. H. Lawrence has a 50-bbl. mill but has to ship in all his wheat. No wheat has been shipped from here since 1864.—S.

Paris, Ill.—R. K. McCord, who has been representing D. P. Byrne & Co., of St. Louis, is no longer interested in the grain business.

Moweaqua, Ill.—The Evans Eltr. Co. will succeed F. W. Moberly Oct. 1; and the business will be managed by T. E. Cook, of Bement.

Spring, Ill.—H. C. Goebel, of Jacksonville, is building a 206x35-ft. eltr. The house will have a 10x30-ft. engine room. J. R. Bell will have charge.

Tamaroa, Ill.—J. M. Harris & Son have a 75-barrel mill here but do not ship any grain. They succeeded the Haines Milling Co. about a year ago.—S.

Du Bois, Ill.—John Holbrook has the only eltr. here and ships about 50 cars of wheat a year. Adam Kulm has a warehouse and shovels the grain into cars.

Dalton City, Ill.—A. C. Hight & Co. have installed a Mattoon Combined Grain Cleaner and Pneumatic Car Loader, which has capacity for 2,000 bus. per hour.—S.

Tamaroa, Ill.—R. H. Nicholson is in the grain and lumber business here. He has a warehouse, but contemplates building an eltr. and putting in an American Grain Meter.

Petersburg, Ill.—The Five Point Grain Co. incorporated, \$5,000 capital stock, to do a general grain business. Incorporators, J. A. Smedley, C. H. Clarke and J. C. Deckman.

Voorhies, Ill.—The only dealer here is M. C. Camp & Co., of Bement, and not J. M. Camp as erroneously stated in this column Sept. 10. J. M. Camp operates at Ivesdale, Ill.

Farina, Ill.—B. T. Wade is in the grain and hay business here. He has a hay warehouse and handles his grain thru the eltr. of Schmidt Bros., who have the only eltr. here.—S.

Doran, Ill.—The Farmers Eltr. Co. took possession, Sept. 21, of the eltr. recently purchased for \$10,750 from the Mattoon Grain Co. The house has capacity for 50,000 bus. of grain.

Morris, Ill.—The Morris Grain Co. incorporated, \$15,000 capital stock, to do

a general grain business. Incorporators, Story H. Matteson, Marshall B. Wilson and Jos. H. Pattison.

Vandalia, Ill.—This station is not shipping wheat. The Kaiser Milling Co. states that to their knowledge only one car of grain has been shipped out of Vandalia in 15 years.

East St. Louis, Ill.—The deduction of 100 lbs. from the weight of each car of grain unloaded into eltrs. here is condemned by the grain shippers of southern and central Illinois.

Illinois corporations which do not want to pay the Honorable Secretary of State \$20 for reviving their charters must file an affidavit with him this month to the effect that they are not a member of a trust.

Waukegan, Ill.—When the improvements now being made have been completed in a month or two the capacity of the glucose factory of the Corn Products Refining Co. here will be nearly 50,000 bus. of corn per day.

Pana, Ill.—The Big Four is the dividing line between the good and the poor land clear from Paris to Litchfield, almost across the entire state. North of Pana corn is raised and oats are grown, and south the crop is hay.

Assumption, Ill.—Lacharite & Jacobs are extremely busy nowadays, taking in about 8,000 to 10,000 bus. of corn daily. They have one of the best equipped eltrs. in the state, of 50,000 bus. capacity situated in the center of town.—S.

Arcola, Ill.—The eltr. of Cuppy Bros., of Humboldt, was slightly damaged recently by fire. Loss, \$360 by fire and grain was damaged \$40 by water; covered by insurance. The house was repaired and in running order Sept. 20.

Herscher, Ill.—Inkster Bros. have just completed a 35,000-bu. eltr. at Inkster siding on the Clark City branch of the I. C. The house is of studded construction and is equipped with 1 leg and operated by a gasoline engine.—X.

Dongola, Ill.—The H. L. Halliday Milling Co. is buying grain here and ship about 40 cars a year. It has a warehouse here with storage capacity for about 2,500 bus. and contemplates building a small eltr. W. O. Worstman is mgr.—S.

Mattoon, Ill.—James Kitchin, formerly in the grain business here, has engaged in the grain brokerage business and is buying for Richards & Hammond, of Baltimore. He also looks after the selling for Charles Ashworth, who has leased an eltr. at Wright.

Nokomis, Ill.—John Pier has purchased for \$6,500 the eltr. of Nick Bentz and will continue the business. Mr. Bentz sold his house because of his failing health and now will divide his time between here and Normal, where his son operates an eltr.

Walker, Ill.—Chris Feiker, whose eltr. has been reported traded for northwestern land by a Decatur broker to various parties, including O. Kellogg of Minnesota and W. H. Sufferin of Decatur, has decided to keep the eltr. and will remain in the grain business.

Springfield, Ill.—Quails are multiplying in the grain fields of Illinois under the law which permits the shooting of them for only a few weeks during the autumn. The southern portion of Illinois is fairly alive with the birds. The quail devours the chinch bug, and also destroys other insect pests. To the increase in the number of quails is partly



due the increase in the yield of wheat per acre in this state during the past four years. The average yield per acre of wheat, as reported by the state board of agri., increased from 10 bus. in 1903, 14 in 1904, and 15 in 1905 to 20 bus. this year.

Kimnundy, Ill.—Harry Miner has bot an old church and will remodel it into a grain warehouse and will do a grain business here. D. W. Blakely, an old grain merchant, died recently. T. M. Smith has a warehouse here and ships about 10 cars of oats, but no corn.—S.

Shannon, Ill.—F. S. Braman, mgr. of the Shannon Grain Co., disappeared Sept. 10 owing the bank \$600 on personal notes, and, it is alleged, with \$1,300 obtained for hogs sold by him at Savannah. He has been in charge of the company's business for several years and left a family.

Weldon, Ill.—The L. F. Webb Grain Co., of Assumption, has purchased for \$5,500 the Robinson Eltr. here. The eltr. has been operated by Chas. A. Gale, the administrator, since the death of Mr. Robinson. Possession was given at once and W. A. Webb was placed in charge.

Manlius, Ill.—The Farmers Eltr. Co. has purchased for \$6,000 the eltr. of the Pope & Eckhardt Co., of Chicago, and took possession Sept. 10. Thos. Shapland remains as mgr. The officers of the new company are: Will Hart, pres.; Frank Johnson, secy.; Chris. Schinniman, treas.

Gardner, Ill.—Geo. E. Hargraves, of Manhattan, and Chas. Drew, of Dwight, have purchased thru J. M. Maguire the eltrs. of R. D. Fuller at Gardner and South Wilmington and will operate them under the firm name of Hargraves & Drew. Possession will be given early in October.

The 14th annual directory of the grain dealers of Illinois, issued by the Illinois Grain Dealers Ass'n, will be ready for distribution the latter part of this month. Secy. S. W. Strong of Pontiac believes the directory nearer correct than any publication heretofore, and in many respects superior.

Tuscola, Ill.—C. L. McMasters and R. & J. Ervin will install electric motors in their plants to replace their steam engines. The power will be furnished by the local light and power company. The Farmers Eltr. Co. also contemplates using the same power, but will not make the change before next spring.

Danforth, Ill.—R. R. Kohlman, formerly with C. J. Walters at Danforth and later at Argos, Ind., has taken charge of the eltr. of the R. F. Cummings Grain Co., succeeding Guy Chapman, who has had charge temporarily. The eltr. was formerly owned and operated by E. R. Elits. Mr. Chapman is bookkeeper for the company at Clifton.

Decatur, Ill.—The Suffern-Hunt Starch Co., recently incorporated, will build a starch factory here with capacity for 2,500 bus. of corn a day. The plant will be located on the Wabash Ry. and will consist of one building 5 stories high and another long, 1-story building. It is expected that the plant will be in operation inside of a year.

Cairo, Ill.—N. B. Thistlewood & Son have discontinued the grain business here. P. J. Thistlewood, of Thistlewood & Co., was killed Sept. 17, by stepping from a moving I. C. train and falling into a coal sink. Death was instantaneous. The business, which is incorporated, will probably be continued under the name of Thistlewood & Co.—S.

Anna, Ill.—The agreement signed by

the millers of surrounding towns some months ago to make a uniform dockage of a cent for every pound off test, to give only 33 1/3 lbs. flour for a bu. of wheat and to give no bran as an extra gift, has not been carried out, those who shouted loudest in favor of agreement being the first to break it.

Monticello, Ill.—Affidavits sustaining the quo warranto proceedings brot against the Monticello Grain Co. were filed Sept. 15 by the Knight Grain Co. The defendant is a co-operative company which has created an alleged monopoly of the grain trade here by the 1/2-cent penalty clause. At the hearing Sept. 10 the trial was postponed to Oct. 6.

Sullivan, Ill.—Chas. Shuman and L. B. Scroggin have purchased the interest of L. R. Smith in the firm of L. R. Smith & Co. and the business will be continued under the firm name of the Sullivan Eltr. Co. It is understood that L. R. McPheeters will manage the business. Mr. Smith will devote his time to dealing in stock and on his farm.

Cairo, Ill.—The Southern Grain & Hay Co. has discontinued business here. Geo. F. White, who composed the company, having returned to Montrose, to run a feed store. M. J. Pink & Co. contemplates turning their business into an incorporated stock company. M. J. Pink, lately deceased, left her interest to her aged husband, and was the mother of E. J. Pink.—S.

Monticello, Ill.—The eltr. of the Monticello Grain Co. burned Sept. 21, with about 40,000 bus. of wheat, oats and corn. The house was built about 3 years ago at a cost of about \$15,000, with equipment; some insurance. It is not probable that the eltr. will be rebuilt soon, as a suit has been brot by the Knight Grain Co. to have the concern declared an unlawful monopoly.

Cairo, Ill.—The Illinois Central transfer eltr., which is leased by Bartlett Frazier & Carrington, of Chicago, has been repaired extensively. The working capacity has been doubled and new belting and shafting have been put in. The 500-h. p. engine has been rebuilt and a Hess Drier, with capacity for 1,500 bus. per hour, will be installed. Geo. H. Pendleton is superintendent.—S.

Grand Chain, Ill.—We have just completed a 15,000-bu. eltr. in connection with our mill and now have it filled with wheat. Crops were excellent here and we could have stored from 50,000 to 75,000 bus., all bot at home from wagons, if we had had the capacity, but had to ship out. Cairo, Ill., and Nashville, Tenn., got most of it.—W. J. Davidson, secy. Pulaski County Mill & Eltr. Co.

Suits against the Chicago & Alton road to recover over \$50,000 in freight overcharges have been brot by merchants along that road between Springfield and Peoria, Ill. It is alleged the law of 1871 requires that the rate from East St. Louis shud be no higher to Springfield than to Peoria. Officials of the Alton allege the lower rates to Peoria were made on account of water competition.

Mattoon, Ill.—J. B. Stone, mgr. of the Mattoon Grain Co., reports that the company will build another bin in its 20,000-bu. eltr. The house is equipped with Western Cleaner in the cupola and has a Mattoon Combined Grain Cleaner and Pneumatic Car Loader at the bottom. The grain is forced into the car by air pressure, avoiding the cracking of corn. The whole plant is operated by electricity.—S.

Kankakee, Ill.—The White-Rumsey Grain Co. has purchased the eleven eltrs. of the United Grain Co., located at Cardiff, Altmar, Milla, Lostant, Friscilla, McNabbs, Granville, Moronts, Seatonville, Ladd and Churchill, all located on the Three Eye R. R. in Illinois. Possession will be given Oct. 1. These eltrs. will be operated in conjunction with the buyer's transfer eltr. here. The sale was made thru John A. Rice. Buyer was indeed fortunate in getting these eltrs., as it perfects its facilities for doing a large business.

Jones, Mattoon, P. O., Ill.—W. D. Jones is building his eltr. to replace the house burned June 6. The foundation and basement are of concrete, 36x36 ft., and the building is to be 45 ft. to the square. He will install an 18-h. p. Olds Gasoline Engine and Western Sheller and Cleaner. The house will have capacity for 25,000 bus., the bins will all be hoppers and it will be equipped with 2 stands of eltrs. and 3 dumps. Mr. Jones has not settled with the I. C. Ry. yet for the burning of his old eltr., but expects to settle soon.—S.

Pontiac, Ill.—S. W. Strong, secy. of the Illinois Grain Dealers Ass'n, recently began the issuance of a crop report for the benefit of members exclusively. Mr. Strong has divided the state into 8 sections, and gives the acreage, yield and quality of wheat, oats and corn, compared with last year, in each section, except the extreme southern part of the state. The figures are printed in black on a pale green map of the state outlining the different sections. A close study of the figures will give the reader a good approximation of the crop conditions as reported to Mr. Strong by members. A large number of reports were received for the first circular, and those who failed to report are urged to do so on the next call, as the greater the number of reports the more valuable it is to the membership.

## INDIANA.

Chesterfield, Ind.—Jas. Goodrich, of Winchester, will build an eltr.

Goshen, Ind.—The Goshen Mlg. Co. has installed a 500-bu. American Grain Meter in its eltr.

State Line, Ind.—M. H. Current has installed a 1,500-bu. American Grain Meter in his eltr.

Judyville, Ind.—Davis Grain Co. has installed a 1,500-bu. American Grain Meter in its eltr. here.

Vincennes, Ind.—Bartlett, Kuhn & Co. will equip their eltr. here with an improved Hall Grain Distributor.

Kitchel, Ind.—The Kitchel's Eltr. Co. owns its property here and does not lease the eltr. as stated Sept. 10 in this column.

Boyleston, Ind.—Mr. Osborne has succeeded Osborne, Dillon & Sellars in the ownership and management of the eltr. here.

Columbia City, Ind.—Kraus & Apfelbaum have taken possession of their new general offices in the Masonic Temple building.

Frankfort, Ind.—Dillon & Sellars have succeeded Osborne, Dillon & Sellars here, Mr. Osborn having retired to take charge of the eltr. at Boyleston.

Berne, Ind.—The many friends of Chris Egley will be pleased to learn that he has received the Republican nomination for State Representative. His many friends will wish him easy success.

Linden, Ind.—The Crabbs-Reynolds-Taylor Co., of Crawfordsville, contem-

plates building an eltr. on a site recently purchased. Preparations are being made for the excavation for the foundation, which will be 36x36 ft.

Riverside, Ind.—W. W. Pearson, local mgr. for the Crabbs-Reynolds-Taylor Co., was married Oct. 2 to Miss Belle Marks of West Point.

Indianapolis, Ind.—All claims against the defunct grain commission firm of Albert R. Thompson & Co. have been wiped out by bankruptcy proceedings. At the same time Albert R. Thompson is said to be accumulating considerable property in other lines of business.

Freeland Park, Ind.—The tin lining of the cob spout was what saved McEwan Bros' eltr. from burning to the ground one morning at 3 o'clock. The cob house caught fire from the steam boiler. The engine house and cob shed were destroyed. Loss, \$150.

Warren, Ind.—Jonas, C. H., and Frank Good, and E. M. Mossburg, have bot the two eltrs. here of Studabaker, Sale & Co., of Bluffton, and will take possession Jan. 1. The new owners are organizing a stock company to be known as the Warren Eltr. Co., with \$24,000 capital stock.—A. L. Garman, agt. Studabaker, Sale & Co.

La Crosse, Ind.—The McWilliams Land Co., of this place, is building a 20,000-bu. eltr. at Claricarde, a station on the C. & E., p. o. Kouts, equipped with sheller and cleaner. The proposition to build an eltr. at Favorites will not be carried out. The only regular dealer at La Crosse is S. D. Bailey & Co. of Wanatah. Both the McWilliams Land Co. and the La Crosse Land Co. have made a practice of encouraging scoop shovel competition, and it is believed the new eltr. will be leased to some one who will keep prices unreasonably high.

## INDIAN TERRITORY.

Redbird, I. T.—Jamison & Hannifin are building an eltr.

Wainwright, I. T.—Wm. Wainwright is building an eltr. and will install a corn sheller.

Pauls Valley, I. T.—Cummings & Watson will build a 20,000-bu. corn eltr. here. J. J. Cummings is mgr.

Okemah, I. T.—We have purchased the mill and eltr. formerly owned by C. D. Curry, which has capacity for 5,000 bus., and is equipped for grinding meal and feed. We intend enlarging the plant at once to 20,000 bus., with modern machinery. We are also buying grain at several stations on the Ft. S. & W. Ry. and intend building eltrs. as soon as possible. Geo. A. Newman is mgr.—Okemah Mill & Eltr. Co.

## IOWA.

The legal weight of a bushel of oats in Iowa is 32 lbs.

Dawson, Ia.—R. S. Witter will rebuild his eltr. which burned July 25.

Kingsley, Ia.—Edmonds, Shade & Co. are building a large oats house near their eltr.

Lohrville, Ia.—H. E. Fleming has accepted the position of mgr. for the Farmers Eltr. Co.

Mapleton, Ia.—Thos. Quinn has succeeded Tony Ullrich as mgr. for the Neola Eltr. Co.

Larrabee, Ia.—E. L. Ballou has equipped his eltr. with a Hall Signaling Grain Distributor.

Terril, Ia.—The DeWolf & Wells Co.,

of Spencer, has removed its local eltr. to another location.

Lake City, Ia.—The Farmers Co-operative Co. has purchased the eltr. of the Northern Grain Co.

Livermore, Ia.—S. S. Vought is out of business and we expect to be very soon.—G. Gleysteen & Co.

Council Bluffs, Ia.—The Cavers-Von Dorn Eltr. Co. has installed a Hall Non-chokable Boot in its eltr.

Dumont, Ia.—E. R. Dibble & Co., have purchased the eltrs. of the Anchor Grain Co. at Allison and Dumont.

Sioux Rapids, Ia.—I have sold my eltr. to DeBeer & Vanderberg, who have taken charge of same.—J. Wagner.

Pleasantville, Ia.—G. J. Stewart & Co. are enlarging their eltr. and making improvements in the grain chute.

Merrill, Ia.—L. F. Hodgson remains as mgr. of the 25,000-bu. eltr. recently purchased by the Harrington Grain Co.

Nemaha, Ia.—I have accepted the position with the Nemaha Grain Co. recently vacated by E. L. Slutz.—Wm. Snyder.

LeMars, Ia.—J. A. Sauer and the Farmers Eltr. Co. have both installed improved Hall Signaling Grain Distributors.

Washington, Ia.—The eltr. of Wm. A. Whiting burned Sept. 17, with 12,000 bus. of oats. Loss, \$25,000; insurance, \$8,000.

LeMars, Ia.—The Farmers Eltr. Co. has let the contract for the erection of its eltr. to L. Buege. Thos. Gallagher is mgr.

Dysart, Ia.—Work is progressing rapidly on the eltr. for H. P. Jensen and it is expected that it will be completed by Oct. 15.

Muscatine, Ia.—L. Gladstone, employed at the plant of the Great Western Cereal Co., was smothered recently in a bin of oatmeal.

Geneva, Ia.—I have sold my eltr. advertised in the Journal to the Ober-Kingsbury Grain Co., of Mason City.—B. C. Bell.

Breda, Ia.—The Breda Grain Co. has awarded the contract for the erection of a 20,000-bu. eltr. to the Younglove Construction Co.

Armstrong, Ia.—The Farmers Co-operative Co. has let the contract to the Younglove Construction Co. for the erection of a 20,000-bu. eltr.

Alvord, Ia.—The Harrington Grain Co., of Pipestone, Minn., has purchased the 18,000-bu. eltr. of the Minnesota & Western Grain Co. T. C. Quinn is agt.

Sioux City, Ia.—C. A. Sweet of Belle Plain, Ia., and P. P. Burke of Omaha, Neb., will engage in the grain commission business under the name, Sweet & Burke.

Sioux City, Ia.—M. King of Utica, S. D., and A. A. Truax of Mitchell, S. D., conferred here recently on the advisability of erecting a storage eltr. at this city.

St. Ansgar, Ia.—We have purchased the Bartle Eltr. which has capacity for 20,000 bus. Have the Farmers Co-operative Co. as competitor.—Lund & Hume Co.

Dalton, Ia.—The 18,000-bu. eltr. of the Minnesota & Western Grain Co. has been purchased by the Harrington Grain Co., of Pipestone, Minn. J. H. Buckley is agt.

Maurice, Ia.—Wm. Mieras has been appointed mgr. of the 18,000-bu. eltr. recently purchased by the Harrington Grain Co. from the Minnesota & Western Grain Co., of Minneapolis.

Clinton, Ia.—The Clinton Sugar Refining Co., which is backed by the National Candy Co., is pushing the work on its extensive plant, but will not be in the market for corn until early next year.

Holland, Ia.—The farmers have organized a company to build an eltr. and have been advertising for bids. The officers of the new company are: C. Poppenga, pres.; C. Franken, secy.; Geo. Peters, treas.

Lester, Ia.—The Harrington Grain Co., of Pipestone, Minn., has purchased the eltr. of the Minnesota & Western Grain Co. The house has capacity for 18,000 bus. of grain. F. M. Tusia is in charge for the new owners.

Thor, Ia.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock, to deal in all kinds of farm products, flour, mill stuffs, coal, farm machinery, etc. Incorporators, P. Larson, pres.; O. A. Ophelm, vice-pres.; N. M. Nesheim, secy.

Des Moines, Ia.—The Rock Island road has recognized the protest of the Iowa Grain Dealers Ass'n against the deduction of 1/2 of 1 per cent for natural shrinkage in transit, and is adjusting claims for shortage on the basis of 1/4 of 1 per cent reduction.

Mapleton, Ia.—The old eltr. belonging to Godfrey Durst burned recently causing a loss of probably \$1,000. The house was built in 1877 by Jones, Parsons & Hunter and was used as a mill for several years, but had not been operated for some time.

Dubuque, Ia.—It is said that a prominent citizen has offered a site and \$20,000 in cash as an inducement to bring a malting plant here. A committee, consisting of N. Glab, Jos. Ott, Jos. Rhomberg, N. J. Schrup, Bart E. Linehan, C. D. Scott and Frank Bell, has been appointed to go to Chicago and inspect a large plant there.

## KANSAS.

Severy, Kan.—P. Ludvickson & Co. contemplate the erection of an eltr.

Dresden, Kan.—J. B. Schroer is the new grain buyer for the State Eltrs.

Manchester, Kan.—D. P. Negley is buying grain for the Stevens-Scott Grain Co.

Ruleton, Kan.—Germain & Jones will build an eltr.—Colby Milling Co., Colby.

Edson, Kan.—An eltr. will be built here in the spring by Walker & Jackson of Goodland.

Hoxie, Kan.—C. L. Thompson has succeeded John Lasure with the Morrison Grain Co.

Mingo, Kan.—The A. J. Poor Grain Co., of Kansas City, Mo., has just completed a 20,000-bu. eltr. at Mingo.

Adams, Kan.—J. F. Cheatum, of Cleveland, has his eltr. about completed and will soon be ready to handle grain.

Aulne, Kan.—We will erect a mill of 100 to 125 bbls. capacity, and will receive bids until Sept. 30.—Aulne Milling Co.

Kansas wants men to help gather its corn crop, but they must be abnormally tall men or accustomed to walking on stilts.

Garden Plain, Kan.—G. G. Wiechen, of Bison, Kan., has purchased one of the eltrs. of John Kiefner, Jr. It has capacity for 13,000 bus.

Bison, Kan.—G. G. Wiechen has moved his family to Garden Plain and I have the management of the eltr. of G. G. Wiechen & Co.—N. W. Jones.

Hoisington, Kan.—The Farmers Grain



& Fuel Co. is so deeply in debt that the stockholders recently decided to quit the grain business and dispose of the eltr.

Cawker City, Kan.—Thomas Bros., with eltrs. at Osborne, Prairie View and Phillipsburg, have purchased the eltr. of H. A. Carleton, operated by the Carleton Grain Co.

Russell, Kan.—John Lasure, formerly with the Morrison Grain Co. at Hoxie, has an interest in the firm of H. Fose & Co., who recently purchased the eltr. of W. H. Morrison.

Andover, Kan.—The Otto Weiss Alfalfa Stock Food Co. has purchased a local 15,000-bu. eltr., which has been idle for some time. The house will be repaired and operated this season.

Clifton, Kan.—The oat bin above the driveway at the eltr. of the Murdock Grain Co. collapsed recently, letting 2,000 bus. of oats run onto the floor of the driveway, where a team had stood a few minutes before.

Wichita, Kan.—Grain dealers here met recently and appointed a committee to present their grievances to the Interstate Commerce Commission. The committee is composed of J. A. Ruth, E. Gorvin and C. K. Neving.

Burton, Kan.—Clyde Gresham narrowly escaped death recently while scooping grain in the basement of the eltr. of the Burton Grain Co. One of the revolving shafts caught in his clothing, the tearing of which only saved him from severe, if not fatal, injuries.

Olathe, Kan.—J. S. M. Hunter has purchased for \$3,000 the Pettegrew Eltr. at south Olathe and expects to have it in operation by Oct. 15. The eltr. has not been in operation for several years and Mr. Hunter will remodel the building and equip it with new machinery thruout.

Topeka, Kan.—The reciprocal demurrage law is soon to be tested in court in the suit brot by W. M. Patterson, a hay shipper of Woodson county, to recover the penalty of \$1 per day on each of 9 cars for which he made written application last November. The cars were not supplied until January.

Topeka, Kan.—For his contemplated prosecution of the alleged millers' trust Atty. Gen. Coleman relies upon the clause of the by-laws requiring members to submit weekly a statement of their selling prices, from which the secy. of the Northern Millers Club prepares a tabulated statement to be sent to each member. It does not require a lawyer to show that there is nothing unlawful in thus disseminating information among members of an ass'n, as long as there is no agreement by the members to abide by the prices quoted. Atty. Gen. Coleman on Sept. 4 brot suit against the Southern Kansas Millers Ass'n on the ground that it was doing business contrary to law.

## KENTUCKY.

Latonia, Ky.—The eltr. of the Cincinnati Grain Co. burned Sept. 15.

Owensboro, Ky.—The Owensboro Grain Co. has leased a site on the river front and will build a large grain eltr. and warehouse, covered with metal sheeting.

Lexington, Ky.—If the grain shippers of central Kentucky are alive to their own interests they will get together and form a strong organization, which shall relieve the trade of many old-time customs which now encumber it.

Louisville, Ky.—Recording grain shipments was the subject of a conference

between the grain dealers and representatives of all the railroads held recently to simplify the system. Shippers here are given the privilege of holding grain for 90 days provided notice is given within 10 days of their intention to re-ship, which entitles them to the same shrinkage as on grain shipped thru.

Frankfort, Ky.—Judge Cockran of the U. S. Court for the eastern district of Kentucky on Sept. 24 continued the injunction granted some weeks ago restraining the state railroad commission from enforcing new rates on interstate shipments. The court stipulated that on and after Oct. 1 all way bills and Bs/L shall be preserved in order that it may be determined what amount, if any, was charged each shipper in excess of the lawful rate.

## LOUISIANA.

Crowley, La.—The first consignment of new rice was received here Sept. 9, from Rayne.

New Orleans, La.—H. T. Lawler & Sons have been awarded the government contract for supplying oats until Dec. 16 on the Isthmus of Panama.

New Orleans, La.—The Illinois Central Railroad Co. has announced that the lease held by the J. Rosenbaum Grain Co., on eltr. E has been canceled, and that the plant will be operated by the railroad thru its own company, the Central Eltr. & Warehouse Co. The J. Rosenbaum Grain Co. will continue to operate the Chalmette Eltr.

New Orleans, La.—An amendment to the rice rules of the Board of Trade recently was adopted by the directors, providing that no purchase or sales of rice should be made except on the floor of the Board between the hours of 9 a. m. and 4 p. m., under penalty of a fine of \$25 for the first offense, \$50 for the second and expulsion for the third.

## MARYLAND.

Hagerstown, Md.—D. A. Stickell is building a 25,000-bu. eltr.

Baltimore, Md.—Pres. Douglas M. Wylie of the Chamber of Commerce has returned from a 2 months absence in Europe.

Baltimore, Md.—W. C. Scott and Walter E. Kriel have been admitted to membership in the Baltimore Chamber of Commerce.

Baltimore, Md.—Plans for the reinforced concrete grain storage bins to be erected by the Pennsylvania Railroad are being prepared by Chief Engineer A. C. Shand at Philadelphia. The 32 tanks will be 24 ft. in diameter and 70 ft. deep, with a capacity of 1,000,000 bus.

Baltimore, Md.—The annual meeting of the Pennsylvania Millers State Ass'n, held here Sept. 18, 19 and 20, was very successful, about 200 members being in attendance, many of them accompanied by ladies. The program of entertainment was carried out as announced. The officers elected for the ensuing year are, pres., Edward E. Reindollar, Taneytown, Md., re-elected; first vice-pres., H. V. White, Bloomsburg, Pa.; second vice-pres., J. S. Ginrich, East Petersburg, Pa.; treas., A. C. Godshall, Lansdale, Pa.

## MICHIGAN.

Vandalia, Mich.—The eltr. of Jacob M. Wiltse & Son was slightly damaged by fire recently.

Butternut, Mich.—The grain and bean

eltr. for Geo. R. Banton has been completed and is now in operation. It is equipped with up-to-date machinery.

## MINNEAPOLIS.

Geo. F. Moulton, grain broker, died Sept. 10.

The Security Eltr. Co. has increased the limit of its indebtedness from \$100,000 to \$200,000.

H. R. Lyon, pres. of the Lyon Eltr. Co., has removed to Minneapolis from Mandan, N. D., to take up his permanent residence here.

Chas. P. Dougan, who has been mgr. for Chapin & Co., has resigned his position because of poor health and will take a long rest.

McHugh, Christensen & Co., who are well known as grain commission merchants, have recently begun the handling of live stock on commission at South St. Paul.

Millers find that the benefit of the milling in transit rate recently granted by the Great Northern and Soo roads has been neutralized by the reduction of 10 to 15 per cent in rates on grain from Minnesota points.

Jas. Campbell, Jr., & Co. have succeeded Butcher & Co. in the eltr. and grain business. Geo. Butcher has sold his interest to Jas. Campbell, Jr., and retired. Chas. A. Eaton remains as mgr. and partner in the business.

The E. R. Dibble Co. incorporated, \$50,000 capital stock, to deal in grain and other merchandise, build and operate warehouses and eltrs. and own such property as may be suitable to carry on the business of the company, with headquarters at Minneapolis. Incorporators, Eugene R. Dibble, Minneapolis, pres. and treas.; Ellen U. H. Dibble, Minneapolis, vice-pres.; Chas. R. Tubbs, Minneapolis, secy.

## MINNESOTA.

Windom, Minn.—Thos. Collins is new in the grain business.

LeRoy, Minn.—J. M. Larrabee has succeeded Gilchrist, Hayes & Co.

Brownsville, Minn.—Herman Rippe has succeeded J. H. Rippe & Son.

Emmons, Minn.—The Geo. C. Harper Co. has succeeded L. H. Emmons.

Duluth, Minn.—Memberships in the Board of Trade are selling at \$3.100.

Rushmore, Minn.—The Christensen Grain Co. has succeeded Thom Christensen & Co.

Montgomery, Minn.—The Jas. Quirk Milling Co. has succeeded the Bennett Grain Co.

Wylie, Minn.—The Farmers Eltr. Co. has let the contract to L. Buege for the erection of its eltr.

Milroy, Minn.—We have sold our eltr. here to the Thorpe Eltr. Co., of Minneapolis.—Nelson Bros.

Comstock, Minn.—Hilmer Hendrickson has accepted a position with the Jenkins Grain Co. here.

Lewiston, Minn.—The eltr. of E. J. Minges & Co. burned Sept. 14. Loss, \$4,500; insurance, \$2,800.

Worthington, Minn.—The Benson Grain Co. has refitted its eltr. and installed E. L. Schwartz as mgr.

Appleton, Minn.—Work has been begun on the concrete tank addition to the plant of the W. J. Jennison Co.

Kasson, Minn.—The Western Eltr. Co.

has commenced work on the rebuilding of its eltr. which was torn down.

Ellsworth, Minn.—The eltr. for J. P. Coffey, of Luverne, has been completed by the Younglove Construction Co.

Rose Creek, Minn.—The Hunting Eltr. Co., of McGregor, Ia., has completed the overhauling of its eltr. here.

Lake Wilson, Minn.—The Plymouth Eltr. Co., of Sioux Falls, S. D., has purchased the eltr. of the Peavey Eltr. Co.

Cannon Falls, Minn.—E. W. Sumner, of Minneapolis, has purchased the eltr. of D. A. McDonald & Co., of Minneapolis.

Balaton, Minn.—The eltr. for the Farmers Co-operative Co. has been completed by the Younglove Construction Co.

Belleplaine, Minn.—Gold & Co., of Stone, S. D., have purchased the W E B Mill and will remodel it into an eltr.

Dexter, Minn.—The Pierce-Stephenson Eltr. Co. has installed a shaft running between the 2 eltrs. to enable them both to be operated by one engine.

Hutchinson, Minn.—E. W. Sumner, of Minneapolis, has purchased the eltr. of D. A. McDonald & Co., of Minneapolis. A. H. Nieno has succeeded Clarence Day as mgr.

Glenwood, Minn.—The Plymouth Eltr. Co., of Sioux Falls, S. D., has completed the removal of its 35,000-bu. eltr. to a site on the Soo Line and has it ready to take in grain.

Ihlen, Minn.—C. H. Ihlen has taken charge of the 30,000-bu. eltr. recently purchased by the Harrington Grain Co., of Pipestone, Minn., from the Minnesota & Western Grain Co.

Warren, Minn.—The Spaulding Eltr. Co. is building 2 eltrs. on the Soo Line in North Dakota. One between Forest River and Conwag and the other between Rolette and Overly.

Duluth, Minn.—The Henricks Grain Co. has been organized with \$25,000 capital, to do an eltr. and dock business. J. F. McCarthy, N. O. Henricks and O. Henricks are interested.

Beardsley, Minn.—F. J. Reynolds, formerly agt. for St. Anthony & Dakota Eltr. Co. at Considine, N. D., has removed to Beardsley and is now with the Beardsley Farmers Eltr. Co.

Manley, Minn.—The Harrington Grain Co., of Pipestone, Minn., has purchased the 20,000-bu. eltr. of the Minnesota & Western Grain Co. here. W. J. Stearns has taken charge for the new owners.

Minneota, Minn.—Geiwitz & Co. are building a warehouse and will equip it with eltr. and dump scales preparatory to dealing in seeds and coarse grains. They have applied for a side track to the house.

Courtland, Minn.—Herman Poehler, of Courtland, and John Havemeier, Jr., and Dr. Fritsche, of New Ulm, have purchased the eltr. of J. H. Doty and will operate it under the management of Mr. Poehler.

Orleans, Minn.—The Homestead Eltr. Co., of Minneapolis, has purchased the eltr. here of the Prairie Eltr. Co. and also its line of houses along this branch of the Soo Line.—H. H. Burris, agt. Homestead Eltr. Co.

St. Paul, Minn.—The Loftus-Hubbard Eltr. Co. of this city has filed complaint with the state railroad and warehouse commission against 13 railroads, alleging that the minimum car load weight of hay is excessive.

Hollock, Minn.—The eltr. of the Woodworth Eltr. Co. was damaged Sept. 10 by a fire which is supposed to have been of incendiary origin. The flames originated in the corner of the eltr. near the ground and spread under the whole bottom of the bins but doing no damage to them.

Altura, Minn.—J. H. Hans has let the contract to the Younglove Construction Co. for the erection of an eltr. to replace the house burned recently. A 10-h. p. Callahan Gasoline Engine will furnish the power and Howe Scales and a Monitor Warehouse and Eltr. Separator will be installed.

Fergus Falls, Minn.—The Ceres Eltr. Co. incorporated, \$50,000 capital stock, to operate eltrs. which are to be built at Watosco, Everdell P. O., Minn., and Adrian and Barney, N. D., to buy grain for the Red River Milling Co. Incorporators, C. W. Kaddatz, F. G. Barrows and Elmer E. Adams.

Paynesville, Minn.—The Cargill Eltr. Co. has installed a new Fairbanks-Morse Engine. The Interstate Eltr. Co. has discontinued business here and removed its house to North Dakota. M. J. Roelike, who was formerly agt. for the Duluth Eltr. Co. at Herman, now has charge of the company's house here.

Pipestone, Minn.—We have purchased the line of eltrs. of the Minnesota & Western Grain Co. between here and Sioux City, Ia., including the following stations: Alvord, Dalton, Lester, Maurice and Merrill, Ia.; Booge and Davis, S. D.; Ihlen and Manley, Minn. We also have purchased the 20,000-bu. eltr. here and the eltr. at Winfred, S. D., formerly owned by the Pipestone Eltr. Co. D. C. Harrington is mgr. of the eltr. here.—Harrington Grain Co.

St. Paul, Minn.—Geo. S. Loftus, commissioner of the Minnesota Shippers & Receivers Ass'n, on Sept. 12 filed a petition with the state railroad and warehouse commission to establish rules for reciprocal demurrage. The bill providing for reciprocal demurrage failed to pass the legislature; but Mr. Loftus contends that a law is not necessary, stating that the commission has power to make car service charges reciprocal.

Redwood Falls, Minn.—The eltr. of the Redwood Falls Farmers Eltr. Co. burned Sept. 6, with about 3,000 bus. of wheat, 1,000 bus. of oats and about 500 bus. each of flax and barley. The cause of the fire is not known as there had been no fire in the house during the day. Loss on grain covered by insurance and the eltr. was insured for \$4,000. G. A. Paton, mgr., writes that the contract for the erection of a 35,000-bu. eltr. to be completed Oct. 15 was awarded to G. T. Honstain 4 days after the fire.

## MISSOURI.

Platte City, Mo.—The Koster Grain Co. is out of business, and I have removed to Seattle, Wash.—H. A. Koster.

Kansas City, Mo.—S. P. Hinds has purchased the membership of the late H. C. Reed in the Board of Trade.

McKittrick, Mo.—Gillette & Co. write that they will rebuild their eltr., with 10,000 bus. storage and a wagon dump.

Kansas City, Mo.—E. O. Bragg will engage in business on his own account. He was formerly with the Kemper Grain Co.

St. Louis, Mo.—Leslie A. Cash, former-

ly with the Waggoner Grain Co., has succeeded Henry McGee as mgr. of the Southern Eltr.

Kansas City, Mo.—The new fireproof storage and transfer eltr. of the C., B. & Q. R. R. at Harlem will be completed about Oct. 1.

St. Louis, Mo.—John E. Hall, pres. of the John E. Hall Commission Co., has recovered from his injuries received recently in a railroad wreck and is back again on Change.

Kansas City, Mo.—J. L. Root has organized the Root Grain Co., which has opened an office in the Exchange building. Mr. Root has for several years been with B. C. Christopher & Co.

St. Louis, Mo.—The request by the Merchants Exchange Traffic Bureau that milling in transit rates be granted on grain thru St. Louis destined east and southeast is being considered by the local committee of the western trunk lines.

St. Louis, Mo.—The following have purchased memberships in the Merchants Exchange: H. S. Boudier, Ballard; Messmore & Co., St. Louis; W. O. Andrews, of Andrews, McClelland Grain Co., St. Louis; E. D. Bartling, of the Bartling Grain Co., Nebraska City.

St. Louis, Mo.—The appeals committee of the Missouri State Grain inspection dept. recently sustained the appeal of a miller against the grading of a car of hard winter wheat out of an eltr. as No. 2, alleged to be mow-burned and unsound. The committee gave the wheat a grade of No. 3 hard.

St. Louis, Mo.—The Slack-Fuller Grain Co., the organization of which as the successors of the Waggoner Grain Co. was given in this column Sept. 10, has been incorporated, with \$10,000 capital stock, to do a grain commission business. Incorporators, Berckman L. Slack, Henry G. Craft and Jas. M. Fuller.

Kansas City, Mo.—W. T. Redmon has been suspended from membership for 90 days by the directors of the Board of Trade, on account of the substitution of wheat of lower grade for No. 2 wheat in cars loaded out of the Maple Leaf Eltr., as reported in this column July 25. The directors' excuse for not punishing Redmon more severely is that he claimed his clerks were responsible and that he knew nothing of the fraud. Redmon is said to have paid the buyer \$1,000 to make good the buyer's loss.

Springfield, Mo.—The Missouri Grain & Flour Co. has been incorporated here to buy grain direct from farmers for the millers of this city, Joplin, Carthage, Pierce City and Webb City, who are members, on the plan of the millers of Texas. It is alleged the millers have been compelled to unite in buying to avoid loss on grain bot at certain terminal markets where the inspection is said to be bad. The directors are: H. L. Verink, general mgr. of the R. C. Stone Milling Co., Springfield; L. S. Mayer, of the Queen City Mills; J. M. Boyd, of Webb City; H. W. Vance, of Pierce City; W. B. Dunwoody, of Joplin.

Kansas City, Mo.—T. J. Brodnax has been elected pres. of the Board of Trade to succeed J. O. Bradenbaugh, resigned. Frank G. Crowell, of the Hall-Baker Grain Co., has been appointed vice-pres. to succeed Mr. Brodnax and Chas. A. Dayton has been selected to take Mr. Crowell's place among the directors. The constitution of the Board of Trade was amended to provide that the first vice-pres. should become pres. on the vacation



of that office and that a director should be selected to fill the vacancy of vice-pres., as the constitution provides that the second vice-pres. is to succeed to the first vice-presidency only when he has completed his term of second vice-pres.

### MONTANA.

Victor, Mont.—The Missoula Mercantile Co. is building an eltr.

### NEBRASKA.

Loup City, Neb.—The Farmers Eltr. Co. has about completed its eltr.

McCook, Neb.—Frank Real & Co. have succeeded H. H. Easterday & Co.

Trumbull, Neb.—The Hynes Grain Co., of Omaha, has succeeded W. H. Ferguson.

Ayr, Neb.—The Updike Grain Co., of Omaha, has purchased the eltr. of J. H. Pope.

Herman, Neb.—Henry Roberts has installed an improved Hall Distributor in his eltr.

Beemer, Neb.—W. T. Frieder will install a Hall Signaling Grain Distributor in his new eltr.

Belvidere, Neb.—The Hynes Grain Co., of Omaha, has succeeded the Farmers Grain Co.

Saronville, Neb.—We have succeeded the Hayes-Eames Eltr. Co. here.—Hynes Grain Co.

Ong, Neb.—The Central Granaries Co. will install a Hall Signaling Distributor in its eltr. here.

Murdock, Neb.—John Ridgeway has succeeded W. T. Weddell as buyer for the Evans Grain Co.

Dwight, Neb.—The Updike Grain Co. has installed an improved Hall Signaling Distributor in its eltr. here.

Central City, Neb.—The T. B. Hord Grain Co. will install Hall Non-chokable Boots in the 3 eltrs. it is building.

Chapman, Neb.—T. B. Hord is having a 20,000 bu. addition built by W. H. Cramer to store corn to feed cattle, increasing the storage to 45,000 bus.

Silver Creek, Neb.—Kent & Burke will install another improved Hall Signaling Grain Distributor in their eltr. here.

Omaha, Neb.—S. W. Harrison, asst. grain inspector of the Grain Exchange, has resigned, and returned to Chicago.

Lincoln, Neb.—The Central Granaries Co. is installing the Hall Signaling 3-duct Garner Distributors in its terminal eltr.

Straussville, Neb.—The National Farmers Exchange has brot suit against the Missouri Pacific to compel the road to put in side tracks.

Enola, Neb.—T. J. Malone & Son have installed a Hall Non-chokable Boot and an improved Hall Signaling Grain Distributor in their eltr.

Springfield, Neb.—J. M. Elwell is improving his eltr. and installing a King Car Loader, furnished by the York Foundry & Engine Works.

Omaha, Neb.—Merriam & Holmquist are making some repairs in their new terminal eltr. and are installing the Hall Signaling 3-duct Garner Distributors.

Rising City, Neb.—The Farmers Co-Operative Shipping Ass'n has installed Fairbanks Hopper Scales, car loader and new 8-h. p. engine.—L. W. Peck, mgr.

Helvey, Neb.—The Ewart-Lowe Grain Co. is making extensive improvements in

its eltr. and will install machinery and supplies furnished by the York Foundry & Engine Works.

Auburn, Neb.—W. T. York has purchased the interest of Peter Berlet in the grain firm of C. E. Ord & Co., with a 20,000-bu. eltr. here and a 15,000-bu. eltr. at Rohrs, Johnson P. O. Mr. York is mgr.

Thompson, Neb.—W. S. Rounds is building an addition to his eltr. and has installed a 15-h. p. gasoline engine, double roller grinder, Barnard & Leas Cleaner and new transmission and power machinery, furnished by the York Foundry & Engine Works.

Blair, Neb.—Vice Pres. C. C. Crowell denies the rumor that Crowell Lumber & Grain Co. would remove its general offices to Omaha this year. The company opened its Omaha terminal last February on the C., St. P., M. & O. tracks at north Omaha.

Bloomfield, Neb.—Kraicht & Briggs are building an eltr. here. The equipment includes two 4-ton Howe Wagon Scales, one 800-bu. Howe Hopper Scale, one 12-h. p. Howe Gasoline Engine, large Barnard & Leas Separator, Hall Distributor, Willford 3-roller mill, controllable dump and rope transmission.

South Omaha, Neb.—The new concrete eltr. of 100,000 bus. capacity, being erected for the Gate City Malting Co., by the Jas. Stewart Co., is progressing rapidly. This eltr. has a concrete foundation, and will be equipped with two track scales, two eltr. legs, and have special shipping sheds. The malt house will be built entirely of brick.

Shelby, Neb.—Jas. Bell & Son will enlarge and rebuild their eltr. here and will also build eltrs. at Polk station and at a siding between Stromsburg and Polk station on the new extension of the U. P. Ry. between Stromsburg and Central City. E. Pettys, formerly with the Trans-Mississippi Grain Co., will take charge of the eltr. of the Farmers Eltr. Co. on Oct. 1.—Geo. E. Brigham, agt. Jas. Bell & Son.

Omaha, Neb.—W. B. Weeks has purchased the interest of J. E. Von Dorn in the Von Dorn Grain Co., in which he recently purchased a half interest. Mr. Weeks, with Geo. H. Lyons, has organized the Lyons-Weeks Grain Co. and will continue the business. J. E. Von Dorn, who has sold his interest in the grain commission business of the Von Dorn Grain Co., has opened an office in the Board of Trade building and will conduct a commission business.

Albion, Neb.—The eltr. of the Albion Milling Co. was nearly wrecked Sept. 11, the primary cause of which is thot to have been a broken rod in the bins. The partitions between 2 of the bins, containing about 6,000 bus. each, broke out and the rush of wheat then broke thru the outside wall over the driveway, letting out about 10,000 bus. of wheat onto the ground and wrenching the eltr. in very bad shape. Some of the grain was wet by a rain which set in shortly after the accident, but as the other eltrs. came forward with offers of storage room, the wheat was all saved. The extent of the damage is not known yet as the company has had to empty the entire eltr. before anything could be done toward repairing the house.

### OMAHA LETTER.

Beemer, Neb.—W. T. Frieder, lumber and grain dealer, is erecting a new eltr.,

with a capacity of 20,000 bus., which he will equip with new machinery.

Omaha, Neb.—Sept. 13 was the dulltest day in the history of the option market of the Omaha Grain Exchange. On that day not a single quotation was made on the board.

Beatrice, Neb.—Oklahoma and Texas millers are in Beatrice buying wheat, claiming they are unable to buy wheat in Kansas because so much of it is damaged, making it unfit for flour.

Omaha, Neb.—Industrial Commissioner Manss, of the Burlington Road, is trying to introduce into Nebraska a hard winter barley, which he says is a good producer, and is sending out samples.

Omaha.—Harry H. Churchill, general agent at Omaha for the Great Western Road, has resigned, to take effect Oct. 1, to go into the grain business at St. Louis. He is said to have bought a half interest in a prominent concern.

Omaha.—Rudolf Beal has sold his eltr. to Fred Dittman for \$10,000, and he in turn has sold it to a man whose name is not yet disclosed. The new owner will begin to operate it March 1 as an eltr. and wholesale feed house.

Omaha.—The Omaha road has announced a reduction in grain rates from points in northeast Nebraska to Omaha, ranging from 1 cent to 2½ cents per 100 pounds on coarse grains, and 1 to 3 cents on wheat. The reduction does not meet the demands of local grain men, who will ask further reduction, claiming that Chicago and Minneapolis still have an advantage.

Omaha, Neb.—The Grain Exchange and Commercial Club have sent to all members of both bodies a map showing in colors and figures the effect on the Nebraska grain trade of the Rock Island-Frisco Kansas City-Memphis equalization plan. Business men are writing in to the Commercial Club, telling how many cars daily they have diverted from the Rock Island since that road was boycotted by Omaha.

Omaha, Neb.—Secretary McVann has notified members of the Omaha Grain exchange that after Oct. 1 the following rule will be strictly enforced: "Every sale of cash grain by sample carlots that is made on the floor of the exchange shall be reported to the secretary before 1:15 on the day of the sale, and a failure to report shall subject the broker violating this rule to a fine of \$5 for each offense. All reports of sales shall be filed where all members of the exchange and reporters of the market may have access to same at any time."

Omaha.—Local grain men, together with lumber and coal men and other shippers, protested against the enforcement of the demurrage rules recently adopted by the Western Car Service Ass'n. Opposition was so determined that the roads have temporarily suspended the rules, and have promised to make permanent changes as soon as they can publish new rules, and as soon as the required thirty days shall have elapsed thereafter. Under the rules, the consignee is responsible, as far as demurrage is concerned, from the time a car of grain is turned over by one road at Omaha to a connecting road for delivery.—R. A. M.

### NEW ENGLAND.

Greenfield, Mass.—Chas. F. Brown has purchased a site and will build a mill and eltr.

## NEW YORK.

Brooklyn, N. Y.—Charles Schaeffer, 275 Messerole street, is building concrete grain storage.

Buffalo, N. Y.—The Corn Exchange has not yet appointed a successor to John D. Shanahan, late chief grain inspector and weighmaster, who resigned to accept a position as assistant to B. T. Galloway, chief of the Bureau of Plant Industry, Washington, D. C.

Buffalo, N. Y.—Alfred P. Wright, at one time the most prominent grain receiver and forwarder of this city, died Sept. 8, aged 73 years. The firm was first Preston & Wright and later A. P. Wright & Son. Mr. Wright later engaged in the grain and stock brokerage business.

Buffalo, N. Y.—The grading of wheat was one of the subjects discussed by the New York State Millers at their meeting here Sept. 12. F. W. Collins of Cortland read a paper on "Desirability of Standardization of Wheat Grading." Charles Kennedy of Buffalo stated that grain inspection at first was not intended for sales but for storage purposes; and that a scientific inspection was impossible. Grading was a commercial and not a milling question. He believed the time was coming when grain would be hot by sample and not on inspection. H. S. Jewell, of Buffalo, said the difficulties in grading were impossible of correction, and that the grading was done to suit the grain trade and not the miller.

## BUFFALO LETTER.

The resignation of Chief Grain Inspector Shanahan of the Corn Exchange, to take place at the end of the month, is a sad blow to the grain interests here, as he has been by far the most satisfactory head of that department that the city ever had.

The state farmers have managed to push up the price of their wheat about 5 cents a bu. of late, partly on account of the condition of the market in general and partly because they held off from taking the 72 cents or so offered by the millers.

The new steel-bin eltr. for the Ontario Eltr. Co. is nearly finished outwardly, but the pool mgrs. do not look to see it do much business this fall. The plan was to get it ready in May, but scarcity of material held the work back. There will be more grain storage capacity here for the winter than ever before, not to mention the steel grain steamers which always winter much grain afloat here.

The regular elevation rate is a half cent, but the Kellogg eltr. is cutting that rate to the canal and thus not only giving that route all it can do, but obliging other eltrs. to do the same or see the Kellogg take the canal business as well as a great part of the rail business, which it somehow manages to hold. The Kellogg some time ago undertook to cut the rate to the roads to 3/4 cent, but somehow did not carry out the plan.

Movement of grain thru here by rail is big, the amount for inspection some days exceeding 200 cars. This is early for such a movement and is hastened by the dry, hot weather, which makes thrashing easy and gives a chance to ship early. Even wheat is moving through at a good rate, when it has done so little by rail for years. The lake movement of grain has not set in yet, but is sure to do so in time to flood this market before the lakes close.

The railroads contend that if a ship-

per has access to a siding belonging to a certain road he must ship over that road exclusively. If there is not some understanding reached soon, steps will be taken to retaliate. The New York Central Road, rather than be asked to give up its attitude towards other roads, declared that it did not care whether its application for a switch was granted or not; it was to accommodate a shipper. Before the State Railroad Commissioners on a hearing over the proposed cross-town freight road the Buffalo Lumber Exchange made the attitude of the roads the basis of a plea for the new road. All shippers are up in arms over the refusal of the roads to deliver cars to each other.—J. C.

## NORTH DAKOTA.

Doyon, N. D.—Chas. H. Doyon is building an eltr.

Alsen, N. D.—L. Mikkleson is building a large eltr.

Beach, N. D.—The Thorpe Eltr. Co. will build an eltr.

McVille, N. D.—The Carroll Eltr. Co. is building an eltr.

Denhoff, N. D.—The Poehler Eltr. Co. is building a large eltr.

Upham, N. D.—J. F. Steiner and Ole P. Holl are building an eltr.

Bottineau, N. D.—Quinbell & Schoonmaker have leased the Cole Eltr.

Epping, N. D.—Stinchcomb & Bray, of Donnybrook, are building an eltr.

St. John, N. D.—The Minnekota Eltr. Co., of Minneapolis, will build an eltr.

Buford, N. D.—The Victoria Eltr. Co., of Minneapolis, is building an eltr. here.

Deering, N. D.—The Victoria Eltr. Co. contemplates building an addition to its eltr.

McHenry, N. D.—J. Nicoll, E. J. Horn and A. Johnson are building a 50,000-bu. eltr.

Edmunds, N. D.—Ed. Alfsen is building an eltr. for which L. Buege has the contract.

Marion, N. D.—The Farmers Eltr. Co. has let the contract for the erection of its eltr.

Wimbledon, N. D.—The 40,000-bu. eltr. for the Farmers Eltr. Co. has been about completed.

Beach, N. D.—The eltr. for E. Lloyd and H. Jackson has been completed and is now in operation.

Velva, N. D.—L. L. Berge has been granted an eltr. site at Ruso, a new town, and will build an eltr.

Rolette, N. D.—The Minnekota Eltr. Co., of Minneapolis, has been granted a site and is building an eltr.

Emrick, Cathay P. O., N. D.—H. H. Union, of Hector, Minn., is buying grain here for T. F. Miller, of Hector.

Oriska, N. D.—The annex to the eltr. of the Great Western Eltr. Co. has been completed and is receiving grain.

Brinsmade, N. D.—The Farmers Eltr. Co. is building an addition to its eltr., for which L. Buege has the contract.

Grano, N. D.—The eltr. for the Northland Eltr. Co. has been completed and H. B. Geisel has been installed as buyer.

Carrington, N. D.—Andrews & Gage will build an annex to their eltr., increasing the capacity of the plant to 40,000 bus.

Eastedge, N. D.—We have purchased the eltr. of the Great Western Eltr. Co.—Ludwig Larson, mgr. Eastedge Farmers Eltr. Co.

Harvey, N. D.—E. N. Hagel will buy grain this season for the Gackle Grain Co. at its new eltr. and will be assisted by Jacob Fischer.

Neché, N. D.—The Neche Grain & Live Stock Co. has purchased the eltr. of the Duluth Eltr. Co. Geo. Roadhouse will continue as mgr.

Ryder, N. D.—The Osborne-McMillan Eltr. Co. and C. G. Ireys, of Minneapolis and the Lyon Eltr. Co., of Mandan, are building eltrs. here.

Wolcott, N. D.—Gilbert Nelson, buyer for the Northwestern Eltr. Co., has mysteriously disappeared. His accounts are reported straight.

Anamoose, N. D.—R. A. Grams, of Bowbells, has leased a site on which he is building a flat house and he will buy grain here this season.

Medford, N. D.—The Plymouth Eltr. Co., of Sioux Falls, S. D., is building a 25,000-bu. eltr. and expects to be ready to receive grain in a few weeks.

Venturia, N. D.—John Guszler and Daniel Moench and Gackle & Co., of Kulm, are building eltrs. at Venturia this fall.—C. S. Johnston & Sons, Ashley.

Starkweather, N. D.—The Farmers Grain Co. has secured eltr. sites on the new line of the G. N. Ry. from St. John to Brandon and will build 4 eltrs.

Thorne, N. D.—The Farmers Grain Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, Frank Peltier, Frank Grenier, Victor Boucher, and others.

Bismarck, N. D.—The atty-gen. of North Dakota has ruled that foreign corporations must apply for charters in North Dakota or discontinue business in the state.

Merrifield, N. D.—The Merrifield Farmers Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, C. R. Sylvester, Fred E. Haurd, Ole H. Brenna and others.

Fargo, N. D.—The next convention of the Tri-State Grain & Stock Growers Ass'n will be held at Fargo Jan. 15-18. Secy. Wilson, of the Dept. of Agri., will be present.

Grand Forks, N. D.—The large eltr. of the Russell-Miller Milling Co. has been emptied of wheat in order to brace up the structure, which is on an unstable foundation.

Fessenden, N. D.—O. J. Torbouson, of Hector, Minn., is buying grain for the Royal Eltr. Co. and I, formerly of Hector, am buying grain for Regan & Lyness.—G. P. Giltner.

Russell, N. D.—A. D. Medhurst has purchased the eltr. of the Northland Eltr. Co. M. Flahaven, who has been agt. for the former owners, has accepted the position of mgr. with the Farmers Eltr. Co. and has taken charge.

Donnybrook, N. D.—Stinchcomb & Bray will buy grain in their own eltr. this fall, pending the erection of an eltr. which they contemplate building on a site now occupied by a lumber company.

Sawyer, N. D.—Thos. Wold, formerly mgr. for Sawyer Independent Eltr. Co., is now operating the eltr. of the Osborne-McMillan Eltr. Co. The Royal Eltr. Co. is building an eltr.—O. Martens, Jr.

Cooperstown, N. D.—Frank Bowe, grain buyer for N. J. Olson, was seriously injured Sept. 13 while oiling some machinery under the floor of the eltr. His clothing became entangled in the shafting and he was whirled around with the



machinery until his clothing was torn from him. Several ribs and his legs were broken, his face bruised and he received severe wounds on his head. He was unconscious when found about an hour after the accident.

Deering, N. D.—Work has been begun on the eltr. for the Farmers Eltr. Co. The eltr. for Goozee & Calkins has been completed and received its first grain Sept. 11.—Fred Roberts, agt. Victoria Eltr. Co.

Casselton, N. D.—The Rex Eltr. Co., of Minneapolis, has purchased the eltr. of Walker & Huyck and will operate it in connection with its other eltrs. E. C. Huyck, who is vice-pres. and secy. of the Rex Eltr. Co., will make his headquarters here.

Carrington, N. D.—Grain is coming in very slow here on account of a commission firm soliciting grain in the country and having the farmers load it in the car both on the Soo and N. P. roads. This leaves a slim chance for the eltr. man on this station.—Fred Beier, Secy. Hammer-Halvorsen-Beier Eltr. Co.

Edmunds, N. D.—We have completed an annex to our eltr. of 35,000 bus. capacity, making the total capacity 55,000 bus. We have installed a new 12-h. p. Fairbanks-Morse Gasoline Engine. The Powers Eltr. Co. is building an eltr. of 35,000 bus. capacity and has it about one-half done. Fred Beier, mgr. Hammer-Halvorsen-Beier Eltr. Co. of Cooperstown.

Berea, Valley City P. O., N. D.—The 30,000-bu. eltr. of the Occident Eltr. Co. of Jamestown, burned Sept. 5, with 6,000 bus. of wheat, 800 bus. of barley and 3 N. P. box cars. The fire started in the driveway about 9 o'clock in the evening and worked its way up the outside of the building. It is thought that the fire was of incendiary origin as everything appeared all right when the agt., W. E. Bush, left at 7 o'clock. Loss about \$10,000; insured. The house will be rebuilt at once and the materials have already been ordered.

## OHIO.

Hooker, O.—G. W. Lamb has installed a new Mattoon Loader.—S.

Beloit, O.—H. G. Stanley & Son will install a Hall Signaling Distributor.

Port William, O.—Starbuck, Earley & Stryke have succeeded Starbuck & Son.

Fayette, O.—The 12,000-bu. eltr. for Baker & Heironimus has been about completed.

Van Wert, O.—The Ireton Bros. & Eikenbary Co. have succeeded the United Grain Co. at this point.

Milledgeville, O.—H. W. Gidding has succeeded John Parker, and is the only eltr. owner at this station.

Russia, O.—The Russia Grain Co., A. J. Groff, mgr., has succeeded Snyder & Groff, and have the only eltr.

Dresden, O.—The Dresden Grain & Supply Co. has succeeded C. A. Long, who is out of the grain business.

Mason, O.—Albert Dill, a former well known grain dealer here, died Sept. 8, after an illness of less than a week.

Toledo, O.—Wilber W. Murray, a broker of this city and Detroit, is being tried on the charge of embezzlement.

Somerville, O.—G. H. Oren uses the depot as headquarters. He has no building and is a plain scooper.—E. C. Muff.

Cavett, O.—Wm. Cook & Son are doing a scoop shovel business here.—Pierce

Grain & Hay Co., successors to Chas. T. Pierce.

Greenwich, O.—The Watts Eltr. Co. is the buyer of the grain business of the Heyman Milling Co. and not Wells Bros., as reported.

Cook, O.—We purchased the eltr. formerly operated by Tingley Bros. & Cook. Our principal office is at Columbus.—Cummins & Cratty.

Spencerville, O.—I have made improvements in my eltr. at Elgin and on Oct. 1 will begin the remodeling of my mill here.—Robert Kolter.

Louisville, O.—The Louisville Eltr., which was burned some time ago, was not that of the Louisville Milling & Eltr. Co., which is still doing business.

New Carlisle, O.—The eltrs. of J. F. Plice and C. A. Muff were entered by burglars recently and \$40 worth of brass from the sales and engines was stolen.

Mt. Victory, O.—The Mt. Victory Milling & Grain Co. has succeeded Cougill & Morrow and is the only firm handling grain at this station. R. B. Cougill is mgr.

Toledo, O.—The Midland Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, F. O. Paddock, Jas. Hodge, A. L. Mills, A. W. Bunce and Chas. M. Milroy.

Columbus, O.—Grain dealers who are members of the Columbus Board of Trade held a meeting Sept. 11 to consider the appointment of an official grain inspector.

Columbus, O.—The Crites Mill Co. was succeeded by the Scioto Valley Grain & Milling Co. on April 1, with mill and eltr. at south Columbus.—Scioto Valley Grain & Milling Co.

Toledo, O.—Dust which has accumulated in one of the hoppers of the C., H. & D. Eltr. caught fire recently, but the flames were easily extinguished with chemicals, as the house is of steel.

Unionville Center, O.—We have sold eltr. here to Chas. M. Andrews, who is doing a general grain shipping business. The house has capacity for about 3,000 bus.—E. M. Fullington & Co., Milford Center.

Cavett, O.—The eltr. which has been completed at this place by the Pierce Grain & Hay Co., is one of the most complete houses in Northwestern Ohio, and is well protected against fire. The building will be painted in the spring.

Toledo, O.—The J. J. Coon Grain Co., recently incorporated, has elected the following officers: W. W. Cummings, pres.; C. C. Coon, vice-pres.; C. O. Wessendorf, secy. and treas. The officers, with I. T. Merrill and A. W. Boardman, form the board of directors.

Columbus, O.—Many friends of Secy. J. W. McCord will be pleased to know that he passed the 50th milestone on Sept. 11. That he may be spared several more 50's to the grain trade of the state is the earnest wish of nearly every dealer of the Buckeye state.

Columbus, O.—The grain dealers of Ohio will celebrate the 41st anniversary of the discovery of Columbus by holding their fall business meeting at this city, Friday, Oct. 12. Headquarters are the Chittenden Hotel. The local ass'n having the largest delegation present will be awarded the cup trophy.

Pataskala, O.—We have just completed an eltr. having capacity for 10,000 bus. grain and 100 tons feed, at a cost of \$4,000; and are the only firm here having an equipped eltr. We are on the B. & O.

and Pennsylvania. C. L. Mead is a scooper.—Geo. E. Wells & Co.

Cincinnati, O.—There was a meeting Sept. 2 of those who favored the adoption of uniform commission charges. At this meeting a committee of three was appointed to draft a resolution to be presented to the board of directors, for action. In opposition to this, however, several of the commission men met later, protesting against any change from the present system unless it should also include some protection to the commission men, as against track bidders, and so the matter stands at the present time.—South-eastern Grain Co.

Cincinnati, O.—The arbitration committee of the Chamber of Commerce on Sept. 17 accepted the Armour Grain Co.'s withdrawal of its claim against the Early & Daniel Co., for \$128, the difference in the price of a car of oats refused. The car was bot for immediate shipment July 13 and was loaded out July 19. On refusal to accept the oats on account of delay in shipping out the Armour Grain Co. turned the car over to the Union Grain & Hay Co., by whom it was sold Aug. 1 to the Queen City Grain Co. at 34½ cents a bu., or 7½ cents less than the contract price. Numerous allegations have been made regarding the subsequent sale of this car of oats, which finally was disposed of to a consumer at California, O., at 38½ cents.

## OKLAHOMA

Sickles, Okla.—The Sickles Grain & Mill Co. has been incorporated, with \$3,000 capital stock.

Numa, Okla.—George Marsh, a lad of 8 years, was smothered recently in the grain eltr. here while at play.

Hobart, Okla.—The E. H. Linzee Grain Co. contemplates building an eltr. and steel storage tank, with capacity for 50,000 bus.

Yewed, Okla.—The Farmers Federation has purchased the eltr. of H. L. Spangler.—R. J. Fisher, agt. H. L. Spangler at Byron.

Kingfisher, Okla.—The Worl Grain Co. incorporated, \$5,000 capital stock. Incorporators, Earl M. Worl, Lizzie B. Worl and A. Heilman.

Weatherford, Okla.—The Citizens Independent Mill & Eltr. Co. incorporated, \$30,000 capital stock. Incorporators, I. H. G. Hulme, W. H. Stone, J. T. Bradley and others.

Oklahoma City, Okla.—The Oklahoma Broom Corn & Warehouse Co. is converting a large mill building into a broom corn warehouse. The company has warehouses at Elk City, Custer, Foss, Lawton and Clinton.

Warner, Okla.—The New State Mill & Eltr. Co., of Ft. Smith, Ark., has let the contract to P. H. Pelkey for the erection of a 14,000-bu. eltr. The house will cost about \$6,859 and is to be completed about the first of November.

The Oklahoma law defines a public warehouse as one in which grain is stored in bulk, the grain of different owners being mixed together so that the identity of the lots can not be preserved. Anyone operating an eltr. in this manner without having first procured a license is liable to a fine of \$100 to \$500 per day.

Enid, Okla.—Grain shippers contemplate uniting to obtain fair laws from the first legislature to convene on the organization of the new state. It is important that the charter adopted by the new state

at the coming constitutional convention contain provisions that will enable the state to regulate the railroad corporations.

Guthrie, Okla.—Freight rates on grain from this place to the terminal markets are said to be very much too high, considering the rates made on grain in other parts of the country. The rate on wheat from Guthrie to Gainesville, Tex., is 28½¢ per 100 lbs., while the rate from Kansas City to Chicago is 8 cents. The distance to Gainesville is 139 miles, while the distance between Kansas City and Chicago is about 450 miles.

## OREGON.

Portland, Ore.—Grain bags are being offered as low as 85½¢ for the best Calcutta, on account of the prospects for low prices next season.

## PENNSYLVANIA.

Philadelphia, Pa.—C. A. Lippincott & Bro., of Moorestown, N. J., have applied for membership in the Commercial Exchange.

Carlisle, Pa.—Frank E. Thompson has let the contract for the erection of a grain eltr., with a capacity for 1,000 bus. Hay sheds will also be built.

Philadelphia, Pa.—The grain committee of the Commercial Exchange made another demand on the Pennsylvania Railroad Sept. 13 for a grain eltr. to replace the one being taken down.

Philadelphia, Pa.—One workman was killed and 4 were seriously injured recently at the old Girard Point Eltr., which is being torn down. Several of the heavy beams were blown down upon them by the heavy wind.

Saltsburg, Pa.—The Patterson Milling Co. has succeeded the firm of Patterson & Hershey, which has been dissolved because of the death of Mr. Hershey. The new firm is composed of M. V. Patterson, of the old firm; J. M. Patterson, who has had charge of the mills for 10 years, and H. C. W. Patterson, who has been connected with the office for 5 years.

## PHILADELPHIA LETTER.

All the trade organizations of this city are endorsing the movement to establish additional pneumatic tube service for the Postal Department here.

A. C. Godshall, who was elected treas. of the Pennsylvania Millers Ass'n, received quite an ovation upon his return from Baltimore by his many friends on 'Change.

A large delegation of the Commercial Exchange attended the funeral of the late John H. Michener on the afternoon of Sept. 20. In 1869 he was chosen President of the Commercial Exchange, and served on many of its important committees and was a director for seven terms.

The oat market is exceedingly strong at present, demand being good, but very little choice No. 2 white stock arriving. Considerable of the light receipts are weather spotted and otherwise imperfect and strictly prime oats are rarely seen here these days and will bring attractive prices.

Wheat has been ruling quite firm under continual advances, but milling demand is light, and export bids are generally too low. Corn rules quiet, but firm, in touch with wheat, and in limited supplies. Oats are strongly held and advancing, there being a good inquiry for choice qualities, which are scarce. Mill feed is in light

receipts, and a shade higher under fair trading. Baled hay and straw of desirable qualities were not plentiful and wanted at advanced prices.

At a special meeting of the grain trade held Sept. 19 on the floor of the Commercial Exchange, as recommended by the Grain Committee and on motion of Treas. Samuel C. Woolman, an addition to the by-laws was adopted, making a new grade of white oats, to be known as Standard White Oats, which shall be sound, reasonably free from other grains, and shall include all white oats slightly inferior to No. 2 white, but shall not weight less than 27 lbs. per measured bushel.—S. R. E.

## SOUTH DAKOTA.

Presho, S. D.—Sheldon Bros. are building a large eltr.

Lily, S. D.—Ross E. Parks is new in the grain business.

Ortley, S. D.—The Reliance Eltr. Co. is buying grain here.

Eureka, S. D.—Strobel Bros. have succeeded Emil Schamber.

Ferneys, S. D.—The Ferney Eltr. Co. is building a 20,000-bu. eltr.

Rondell, Warner P. O., S. D.—E. P. Ashford is building an eltr.

Avon, S. D.—J. W. Eggers has succeeded the Western Eltr. Co.

Oldham, S. D.—E. A. Rippe has succeeded the W. W. Carvill Co.

Wagner, S. D.—J. W. Eggers has succeeded the Western Eltr. Co.

Menno, S. D.—Chas. Zehnpfennig is new in the grain business here.

Ree Heights, S. D.—John E. Ramey has succeeded the Atlas Eltr. Co.

Loomis, S. D.—The Betts Eltr. Co. will build an addition to its eltr.

Freeman, S. D.—The Freeman Roller Mill has succeeded Kleinsasser Bros.

Iroquois, S. D.—Adam Royhl & Co. have succeeded G. W. Van Dusen & Co.

De Smet, S. D.—The Western Eltr. Co. has discontinued its grain business here.

Columbia, S. D.—The Eagle Roller Mill Co., of New Ulm, Minn., will build an eltr.

Carthage, S. D.—R. F. Lyons is building an eltr. on the site of his old house, which he operated for about 20 years.

Ramona, S. D.—Jones & Metcalf have succeeded the W. W. Cargill Co. and W. Z. Sharp has succeeded J. J. Mullaney.

Athol, S. D.—The Plymouth Eltr. Co., of Sioux Falls, has completed its eltr. and is receiving grain. E. J. Mattison is agt.

Jefferson, S. D.—The farmers are organizing a company to own and operate eltrs. The capital of the company will be \$10,000.

Chamberlain, S. D.—The Chamberlain Investment Co. is equipping its eltr. with an improved Hall Signaling Grain Distributor.

Fairview, S. D.—The eltr. for the Farmers Co-operative Grain Co. has just been completed by the Younglove Construction Co.

Langford, S. D.—I still retain my business here, altho I am now living in Minneapolis and associated with F. M. Davis & Co.—A. Owen.

Winfred, S. D.—Richard Hall is mgr. of the 25,000-bu. eltr. recently purchased by the Harrington Grain Co., of Pipestone, Minn., from the Pipestone Eltr. Co.

Mitchell, S. D.—The farmers in the

Patent office record Nos. 592691 and 820680 cover the only legal patented

## Gravity Grain Purifier

on record and on the market.  
Write to D. H. Stuhr, Davenport, Ia.



## Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., South Bend, Ind.



## The Minster Machine Company, Minster, Ohio

Mfrs. of the Minster Friction Clutch Pulley Friction Cut Off Couplings; Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.

## BEALL ROTATING CORN CLEANERS

Thoroughly clean corn and cobs from sheller, shelled corn, oats or wheat. Guaranteed superior.

THE BEALL IMPROVEMENTS CO.  
DECATUR, ILL.



## Portable Corn Crib and Grain Bins

are a great convenience to grain buyers for storing temporarily. They take care of your surplus at a small cost. When through with them you can take them

down, roll them up and stow them away for some other time. Write for prices, etc.

## THE DENNING WIRE & FENCE CO.

Cedar Rapids, : : Iowa



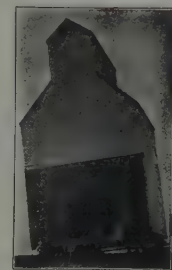
## Elevator Mover

Elevators and other large buildings moved from one location to another.

Work guaranteed.

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D. S. NELSON, Larimore, N. D.





northern part of Davison county contemplate the erection of a \$4,000 grain elevator and are thinking of locating it at Mitchell.

Booge, S. D.—The Harrington Grain Co., of Pipestone, Minn., has purchased the 18,000-bu. eltr. of the Minnesota & Western Grain Co. J. J. Arneson is in charge.

Westport, S. D.—The Columbia Eltr. Co. is rebuilding its eltr. which burned last winter. Will Anderson will have charge. The Crown Eltr. Co. is repairing its eltr.

Bradley, S. D.—The Independent Eltr. Co. will build an eltr. at Wallace, a new town on the extension of the M. & St. L. Ry., west of Watertown. John Haugen will have charge.

Florence, S. D.—McBath & Selmsier, of Watertown, have let the contract for the erection of a 25,000-bu. eltr. to L. Buege. Work has been begun on the eltr. for the Farmers Eltr. Co. by Mr. Buege.

Davis, S. D.—The Harrington Grain Co., of Pipestone, Minn., has purchased the 30,000-bu. eltr. of the Minnesota & Western Grain Co. here. A. C. Glasser has been given charge for the new owners.

Sioux Falls, S. D.—J. B. Petersen has purchased the mill at west Sioux Falls and will operate it in connection with his eltr. Mr. Borneman, who has been in charge for the former owners, will manage it for Mr. Petersen.

Erwin, S. D.—G. P. Snyder has purchased a half interest in the eltr. of A. W. Stone and the plant will be operated under the firm name of the Erwin Eltr. Co. The eltr. of H. B. Atwood was struck by lightning recently and was slightly damaged by fire.

Dolton, S. D.—Dewald & Walters, of Freeman, have let the contract to the Younglove Construction Co. for the erection of their 18,000-bu. eltr. A 6-h. p. Lewis Gasoline Engine and Howe Scales will be installed. The Reliance Eltr. Co. and A. A. Truax will rebuild their eltrs., which burned recently.

#### SOUTH DAKOTA LETTER.

Goodwin, S. D.—The Atlas Eltr. Co., of Minneapolis, has purchased the eltr. of H. Rohweder.

Kidder, S. D.—J. F. Kelley, of Britton, has purchased the eltr. of the Douglass Eltr. Co., of Minneapolis.

Britton, S. D.—J. F. Kelley, who leased an eltr. here until recently, has commenced the construction of a 30,000-bu. house.

Britton, S. D.—A. Owen, of Minneapolis, has purchased the eltr. of Dougherty & Daniels. Mr. Owen also owns an eltr. at Langford.

Aberdeen, S. D.—It is announced that the Pacific Eltr. Co., of Minneapolis, will build a 50,000-bu. eltr. here on the M. & St. L. Ry., when it reaches this city.

Bowdle, S. D.—The Bowdle Roller Mill Co. has installed the latest Fairbanks Self Recording Dump Scales. The firm does a large grain shipping business, besides what it grinds.

Mitchell, S. D.—The Tri-State Grain Dealers Ass'n is not working up a reciprocal demurrage bill as stated in a local paper some time ago.

Conde, S. D.—Lenz Bros. are new here and have built a cribbed eltr. of 25,000-bu. capacity on a site on the new extension of the M. & St. L. Ry. Tracks will not be laid here until spring.

Harvard, S. D.—The Lake Preston Milling Co. has completed extensive im-

provements in its plant. Gasoline power has been installed and a high cribbed addition has been built on the old flat house.

White, S. D.—E. A. Brown has torn down his eltr. and completed on the site a first-class plant. The Wohlheter Eltr. Co., of Fairmont, Minn., has increased the capacity of its plant here by adding cribbed bins 40 ft. high.

Eureka, S. D.—The Exchange Grain Co., of Minneapolis, has under construction an eltr. to replace the house burned about 2 months ago. J. Liedle has finished the improvements on his eltr. A new foundation of cement was put in and Fairbanks Dump Scales installed.

Artesian, S. D.—F. N. Theisen has sold his eltr. here to Ryan & Bennett. Mr. Theisen has purchased the eltrs. of Larkin & Thompson, of Madison, at Artesian, Wessington Springs and Woonsocket. He has retired from the machine business and will devote his entire time to his grain interests.—L. D.

#### SOUTHEAST.

Clarksburg, W. Va.—The Willison-Earle Co., with T. B. Willison as pres., and Guy H. Earle as secy., has succeeded the C. E. Pride Co. as merchandise brokers.

Elkins, W. Va.—We are building a 3-story and basement brick and stone warehouse in which to conduct our business and have just moved in. We may install in the spring machinery for grinding corn.—The Dardan Co.

#### TENNESSEE.

Memphis, Tenn.—G. Y. Mays & Co. have discontinued business because of the death of Mr. Mays.

Brownsville, Tenn.—The Farmers Union Warehouse Co. incorporated, \$2,000 capital stock. Incorporators, Paul Jones, B. G. Thomas, W. P. Outlaw, and others.

Obion, Tenn.—The corn mill plant of the Obion Mill & Eltr. Co. burned recently, with 1,000 bus. of wheat and 500 bus. of corn. Loss, \$12,000; no insurance.

Nashville, Tenn.—The Southern States Grain Co. incorporated, \$5,000 capital stock, to buy and sell grain. Incorporators, John A. Harrison, W. D. McKay, J. T. McKay, Jas. A. Dougherty, and others.

#### NASHVILLE LETTER.

The big eltr. of the Illinois Central Railroad, which has been under course of construction for some time, is nearing completion.

For the past weeks here the market has remained unchanged, with prices steady and strong. The future market has been unusually strong and a fair local demand is noticeable.

Eltr. stocks are running low and millers will within two weeks have to go west for wheat. Dealers are holding back wheat until the hard wheat market opens, hoping to obtain a better price. Millers say, however, that will not be possible, as they will have to get wheat elsewhere and cannot pay a very high rate for soft wheat.

Dealers anticipate a much better business in corn than for some time and look forward to a heavy demand during the coming months. Old corn is bringing here now between 55 and 56 cents, and when the new crop is placed on the market about the first of October, it is expected to open at 50 cents. While there

is a good demand for corn, there is not much for corn products, meal and grits, and the majority of the mills are running on half time.—V. S.

#### TEXAS.

Houston, Tex.—Jabe C. Reader will install an improved Hall Signaling Grain Distributor in his eltr.

Texarkana, Tex.—The Josey Grain Co. incorporated, \$10,000 capital stock. Incorporators, W. C. Josey, J. A. Hurley and A. V. Denny.

Beaumont, Tex.—The Pleasanton Rice Co. incorporated, \$50,000 capital stock, to grow, sell and purchase rice. Incorporators, W. W. Blaker, E. Rockhill, J. V. Fleming and Alfred Blaker.

Dallas, Tex.—The Farmers Union at its recent meeting adopted the following resolution, which without doubt was drafted by fellows looking for sinecures, as such a system wud cost growers much more than the middlemen now exact for their services: That each district and county union have a local union to elect a business agent, and that they have stated times to meet the district and county agents and report to them the articles they wish to purchase and the produce they wish to sell. That each grain district erect a sufficient number of grain elevators to handle the grain in their respective districts. Employ a competent man to investigate and secure an elevator for general distribution whenever found necessary, timely and advisable. That this agents' association establish a grain commission composed of three competent grain growers who are members of the union to be appointed state agents and ratified by the association. That it shall be the duty of this grain commission to assist the men appointed by the state agents in securing a market and distribution of the grain grown in Texas. That the district and county agents inform themselves as regards breakages and losses and transportation and to lay claims to proper authorities for damages on same.

#### WASHINGTON.

Wenatchee, Wash.—C. Wheeler has sold out his grain business.

Spokane, Wash.—The Farmers Grain & Supply Co. has increased its capital stock from \$50,000 to \$250,000.

Seattle, Wash.—H. A. Koster, formerly of the Koster Grain Co., Platte City, Mo., contemplates engaging in the grain business here.

#### WISCONSIN.

New Auburn, Wis.—Nick Abrahamson is building an eltr.

Manitowoc, Wis.—The Wm. Rahr Sons Co. has commenced the erection of its eltr. at Maribel.

Waterloo, Wis.—The Badger State Malt Co. incorporated, \$50,000 capital stock. Incorporators, D. V. Hales, Lewis Wellwin and T. J. Self.

DePere, Wis.—We are now installing a new power plant here for the purpose of increasing our power and having a central location for the driving of eltr., coal docks, etc., by electricity.—The A. G. Wells Co.

Madison, Wis.—The Bloomer Produce Co., of Bloomer, Wis., has appealed to the state railroad commission against the charge by the railroad of the full rate

on one commodity when a mixed car of oats and hay is shipped.

Askeaton, Wis.—The A. G. Wells Co., of DePere, has completed the improvements on its eltr. here and now has the house open for business. A new foundation was put under the building and new machinery was installed.

Milwaukee, Wis.—T. E. Cameron was arrested Sept. 8 on a charge of using the mails illegally to defraud. He is said to have operated thru the assistance of a Chicago man and to have secured sums aggregating over \$10,000.

Superior, Wis.—M. F. Swanston, of Michigan City, N. D., has resigned the office of Wisconsin Grain & Warehouse Commissioner. Rumor has it that the North Dakota Bankers Ass'n will be active in the naming of his successor.

Superior, Wis.—The new rules of the Wisconsin Grain & Warehouse Commission for the grading of grain went into effect Sept. 15, for the ensuing year. The only change is that grade of wheat will not be lowered on account of oats mixture.

Superior, Wis.—Taking of testimony in the suit of the Chicago Board of Trade against the Superior Board of Trade was begun Sept. 19, before a federal court commissioner. The Chicago exchange is seeking to stop the use of its continuous market quotations.

New Richmond, Wis.—The J. L. Ross Co. has leased the eltr. of the Farmers Grain Co., formerly operated by Williams & Greeley. Mr. Stephens is in charge. An office and hay shed will be built and an 8-h. p. gasoline engine will be installed to replace the electric motor.—J. L. Ross Co., Superior.

Osceola, Wis.—The Osceola Mill & Eltr. Co. made complaint before the state railroad commission Sept. 11 against the Soo road, asking for a side track. The company has offered to build the side track, but the railroad has refused the company permission. It is alleged that the refusal is due to the favor shown the Northern Supply Co., a competitor, officers in which concern are said to be officers of the Soo road.

Some Iowa grain buyers take 33 lbs. of oats for a bushel on account of light weight.

An automatic tightener for elevator belts has been devised in Germany, and utilizes the weight of the boot to keep the belt taut. The two legs of the elevator and the feed spout hang from sliding joints. The tension on the belt is adjusted by a counterweight.

If public elevators in central markets were operated by railroads or firms having no interest in the grain trade, owners of storage certificates wud not deem it necessary to employ official samplers to guard against low grade grain being delivered to them.

A garden has been established by the Government Plant Bureau for the experimental cultivation of matting-grass—the plant from which the Japanese manufacture the beautiful grass-carpet so widely used in this country. If the enterprise is successful, as is expected, wide areas of abandoned rice-fields along the Atlantic coast will once more become profitable. This sort of grass is easily woven by looms, and it is estimated that we could produce enough of it in the United States to represent, when converted into matting, a value of at least \$2,000,000 a year.

## Meeting of Michigan Bean Jobbers.

The fourteenth annual meeting of the Michigan Bean Jobbers Ass'n, 90 per cent of whom also handle grain, was called to order by Pres. J. A. Heath, in the Bancroft House, Saginaw, Mich., at 1:30 p. m., Sept. 13.

A. T. Ferrell of Saginaw welcomed the dealers to the city.

G. F. Allmendinger responded for the association.

Pres. Heath read his annual address.

The report of Secy. Kelsey showed the membership to be 150, with two applications pending. He also reported an encouraging outlook for this year's bean crop in the state, with an oversupply of Red Kidneys.

Pres. Heath appointed the following committee on nominations: F. M. Sheffield, F. W. Kinde, John Weaver.

After some discussion the matter of establishing a new grade of Red Kidney Beans was referred to the Board of Directors.

The President appointed the following committee to take up the matter of an exhibit at the Jamestown exposition: G. F. Allmendinger, S. M. Isbell, F. M. Sheffield.

E. W. Burkhart, Chairman, reported as follows for the Arbitration Committee:

### REPORT OF ARBITRATION COMITE.

As chairman of the Arbitration Comite I beg leave to submit the following report of the work done by the Comite.

The Comite has had four meetings for the disposal of contested claims, amounting approximately to \$1,000. There is still in our hands for settlement three claims which I expect to adjust at this meeting. There has been one appeal from the findings of the Comite to the Board of Directors. This claim was finally compromised and settled to the entire satisfaction of all parties concerned.

As chairman of this Comite I have issued 160 inspection certificates, for which I have received \$1 each, and have turned the same over to the Secretary. The correspondence connected with this office has been unusually large for the past year covering all phases of the bean business, not only from our members but from the jobbing trade generally.

E. W. Burkhart.

The meeting adjourned until 9 o'clock Friday morning.

### THE BANQUET.

In the evening the visitors were tendered a banquet by A. T. Ferrell & Co. and the Saginaw Mlg. Co.

Early in the evening two special cars

were boarded in front of the Bancroft House and the visitors were taken to Riverside Park, on the outskirts of the city, where a sumptuous feast had been provided in the large pavilion. The menu consisted of:

Cocktail.	
Cream Tomato Soup.	
Celery.	Olives.
Baked Trout.	
Broiled Spring Chicken.	
Sliced Tomatoes.	Green Peas.
Roman Punch.	
Mashed Potatoes.	Vegetable Salad.
Snow Balls.	Angel Food.
Salted Pecans.	
Coffee.	Wine.
Music was furnished by Boos' Orchestra.	Cigars.

After the feasting G. F. Allmendinger acted as Toastmaster and short talks by several of the members were listened to.

W. J. Orr in a short but earnest talk, which was applauded, urged the dealers to work for legislation looking to better transportation facilities.

Before dispersing a vote of thanks was given to A. T. Ferrell & Co. and the Saginaw Mlg. Co., for the magnificent entertainment provided.

### FRIDAY MORNING SESSION.

Pres. Heath called the meeting to order, and after Secy. Kelsey had reported the bills paid for the Ass'n during the year past, J. C. McVean, Jr., read the following paper on "Crop Conditions and the Bean Industry As It Is To-day in New York State."

### THE BEAN INDUSTRY IN NEW YORK STATE.

The weather conditions for harvesting the bean crop in New York have been ideal, there being no damage by rain since harvest began.

ACREAGE: The acreage planted to beans in the state is about fifteen per cent less than last year. The acreage formerly planted to beans, is planted this year with potatoes and cabbage. Our farmers have been quick to realize that these two crops pay much better than a crop of beans that are damaged by rust, and unless there is some assurance that the bean crop can be successfully treated another year for this disease, there will be a very much larger falling off in the acreage of beans.

YIELD: The yield for the state, as near as can be estimated now, will be about fourteen bushels to the acre. There have been no beans threshed. The quality of the crop this year promises to be better than last year. Owing to the almost perfect weather rust did not work as bad as last year. The estimated pick is three pounds; last year it was six pounds. Had it not

## Directors Michigan Bean Jobbers.



E. L. Wellman; S. M. Isbell; J. A. Heath; J. P. Wood.



been for the rust New York would have had a bumper crop.

**VARIETIES PLANTED:** There has been a great change in the acreage planted to different varieties of beans. For the last two years there has been an over supply of Yellow Eyes; this year the New York farmer has almost dropped out of raising them, the acreage being the lightest I have ever known. There is a large increase in the acreage of Red Kidney and Red Marrow beans. Also of White Marrow and Mediums. This change in varieties planted, and the reduced acreage of all varieties planted this year, has probably reduced the acreage of pea beans thirty-five per cent.

**RUST,** as it has developed in New York, threatens the industry with serious loss, but we are confident that the farmers will be successful in fighting this disease as they have others that threatened their crops at different times. It is up to the dealer and the grower to use the best information at hand. When the dealer has rust damaged beans to handle he is up against the "real thing." No machinery in use will get rid of the beans with the little brown spot. Even when carefully hand picked, these damaged beans can not be all taken out. Some New York farmers have stopped growing beans, and will not plant the crop again until a successful remedy is found for rust. So it is up to the dealers and farmers to work in harmony with the Agricultural Experiment Stations, in fighting this disease. On this depends the life of the bean industry.

E. I. Isbell read "A Comparison of the Crop of 1905 and Its Prospects with That of 1905."

The following resolutions were pre-

late a definition of a scoop-shoveler and send out to members.

After some discussion this motion was carried by a rising vote of 36 to 2.

S. M. Isbell reported as follows for the Committee appointed to make arrangements for an exhibit at the Jamestown exposition:

In the matter of this exhibit three things are to be considered. First, an exhibit; second, printed matter; third, demonstration. We think the third would be beyond our means. We recommend the first and second. It is likely that the State will make an exhibit at this fair and we recommend that one of our Board of Directors be authorized to expend not to exceed \$50 for an exhibit.

A motion to accept the report and adopt the suggestions made by the Committee carried.

J. H. Weaver reported as follows for the Nominating Committee: For Pres., J. A. Heath, Lenox; 1st V. P., P. C. Wolohan, Birch Run; H. J. Hankins, Elsie; 3rd V. P., A. E. McGeorge, Cass City; Treas., W. J. Orr, Bayport; two new directors, F. H. Richardson, Fairgrove; J. P. Wood, Chelsea.

The officers named by the Committee were unanimously elected.

Adjourned.



A Few Were Taken for Auto Ride.

sented by the Comite on Resolutions and adopted:

#### REPORT OF RESOLUTION COMITE.

Your Committee on Resolutions, by its chairman, begs leave to submit the following report:

First: We wish to extend a vote of thanks to the Saginaw Milling Co. and A. T. Ferrell Co. and their assistants for their bounteous and magnificent entertainment to the member of the Bean Jobbers Ass'n.

Second: A vote of thanks to our worthy secretary, Mr. Kelsey, for the able manner in which he has performed his duties, and also to the President, Board of Directors and Arbitration Committee.

Third: We would recommend that a provision be embodied in our By-laws, making it a misdemeanor, punishable by expulsion from the Ass'n, of any member, who is found guilty, on investigation by a grievance committee, appointed by the President for that purpose, for doing a shovel business that interferes in any way with a regular dealer who is a member of this Ass'n.

Fourth: That it be the sentiment of the Ass'n to assist in every way possible the Michigan Car Service Committee in securing fair and equitable car service laws and demurrage rules from the next legislature, the work of which is in charge of M. G. Ewer, of Detroit.

W. J. Orr, Chairman.

G. F. Allmendinger: I would like to make a motion that when the resolution relating to a scooper be embodied in the by-laws of this Ass'n, that it be made clear what a scooper is, or that a committee appointed by the President shall formu-

Durum wheat is so large a crop this year that it can not be ignored by north-western millers.

Exportation of dirt in wheat is opposed by the Chamber of Commerce of Karachi, India, which supports the government proposal of a standard of 98 per cent clean wheat.

The "Scarlet Empire," a fascinating story illustrating the evils of co-operative socialism, written by D. M. Parry, is to be dramatized, and will be staged by a New York manager the coming season.

Starting an engine with alcohol is more difficult than with gasoline. Gasoline sometimes is used to start with; but the engine can be started with alcohol by taking care to atomize the liquid thoroly.

"Somebody left the faucet of the gasoline tank open last night," said the engineer, "and there ain't a drop left." "H'm! That's too bad. Tell the bookkeeper to enter it under the head of running expenses."

The Burlington railroad system is going into the correspondence school business. It proposes to teach people agriculture by mail, and plans include an annual gathering of students after the Chautauqua idea, for lectures, reviews and examinations.—Printer's Ink.

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SAMPLE ENVELOPES?  
Try Us!  
SECURITY ENVELOPE CO.  
MINNEAPOLIS, MINN.**

## BEALL ROTATING CORN CLEANERS

Clean corn thoroughly. Do not shake.  
Do not waste grain. Large screens.  
To see one means you will order one.

The BEALL IMPROVEMENTS CO.  
DECATUR, ILL.

## Kanawha Fuel Company

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The best Coal for Dealers  
to handle.

MILWAUKEE, WIS.

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Genuine Plymouth  
Mt. Pelee 4-inch lump  
Ideal Brazil Block  
Silver Leaf Hocking  
Smokeless, "any size"

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MAIN OFFICE  
DETROIT, MICHIGAN

## Supply Trade

Advertising is the faithful dog that stirs up the game for the business hunter.—*Advertising Chat.*

T. W. Snow, manager of the western office of the Otto Gas Engine Works since 1899, has been elected pres. of the company to succeed the late John Saltar.

Work is piling up on the Patent Office at Washington. On Jan. 2 there were 17,353 applications awaiting action, a number which has increased to 23,849 on Sept. 11.

W. H. Haskell, who bot the bag dept. of the M. I. Wilcox Co., at Toledo, O., now states that he was acting for the Cleveland Bag Co., and the machinery is being removed to Cleveland.

After the death of Henry Stanley last month it was found that the H. Stanley Mill Furnishing Co. was insolvent, and the assets will be sold for the benefit of creditors by Charles H. Anderson, trustee.

G. T. Honstain has been awarded the contract to build 25 elevators in Manitoba for the British-America Elevator Co., of the Peavey system. Mr. Honstain has the work on these houses well under way and expects to finish them by Nov. 15.

John P. Sterling died Sept. 2 at Kansas City, Mo. He had been engaged in the mill furnishing business for 25 years, at Winfield, Kan., Le Mars, Ia., and was for several years past the southwestern representative of the Prinz & Rau Mfg. Co. He is survived by his wife, three sons and two daughters.

In any stable business the cumulative returns of advertising are unquestionably greater than immediate returns. In a business that is advertised as a firm instead of by specific articles of merchandise—in advertising like Tiffany's, for instance—the cumulative effect that comes from years of advertising makes the immediate return from any one advertisement or even any year's advertising, comparatively insignificant.—*Printers' Ink.*

Scott F. Evans has invented and is placing on the market an automatic non-reversing friction stop designed to be attached to a motor or countershaft which

drives an elevator belt for the purpose of preventing the backing up and consequent choking when the power is off unexpectedly. The friction stop allows the motor or shaft to revolve freely in one direction only and positively prevents reverse motion.

W. H. Miller, engineer for the G. L. Hight Grain Co., at Walker, Ill., has designed a hinge joint, which he makes of 1/16 inch iron and displaces belt laces. It is set to pull the belt even and relieves the operator of the trouble generally due to stretching of lacing and tearing out of holes in belt. Mr. Miller makes 7 pairs of 6-inch hinges and 1 1/2 pairs of 7-inch hinges at a cost of 7c for material. He contemplates taking out letters patent on his hinge and selling it to the trade.

I've been soaked a good many times since I started in business for myself, and I note that it has always been by the article that wasn't advertised. I started into the getting-soaked business by buying a lightning rod per foot and settling for it per inch. That soaking was followed up by the purchase of a patent gate that wasn't advertised. It was sold to me on such close margin, the agent said, that the firm couldn't afford to advertise it. I don't believe that an advertisement will make a good article out of a bad one, but I am all-fired certain that it is not going to spoil a sure thing. If a fellow can't notify me in advance through some paper that he has a winner he can't do business with me.—Wiley Jones, in *Agricultural Advertising.*

A grain dealer need not have a good ear for music to learn how to run the scales correctly.

In Sao Paulo, Brazil, large numbers of small planters are turning to corn and rice as side crops more profitable than coffee. A large portion of Brazil is suited to corn.

### Office of the Texas Ass'n.

The office of the Texas Grain Dealers Ass'n always presents a busy scene, not because Secy. Dorsey acts as his own stenographer, but because his many duties keep him on the jump. It is but natural therefore that his better half should occasionally visit the office to get acquainted with him, as she was doing the day our fotografer stepped in.



Headquarters Texas Grain Dealers Ass'n.

## BEALL ROTATING CORN CLEANERS

Do Not Shake.  
Do Not Waste Grain.

The BEALL IMPROVEMENTS CO.  
DECATUR, ILL.

### No. 602 "NAPANOCH" Pocket Knife Tool Kit

Made in America.

Every one has use for a Knife, Reamer, File, Saw, Chisel or Screw Driver. This outfit is practical, yet so small, being contained in a Leather Pocket Book 4 1/2 x 3 1/4 inches, is, by carrying it in your pocket, always at hand for immediate use, whether Camping, Boating, Tramping, Driving, in the Shop, Factory, Office, Store, Warehouse, Automobile, on the Farm, Bicycle, or around the Home.

Any Tool firmly attached or detached to the Pocket Knife in a second. Sent post paid on receipt of price, \$2.25.

Use it five days and if not satisfactory return it and I will refund your money.

Address U. J. ULERY CO.  
F9 Warren Street, New York, N. Y., U. S. A.

### THERE IS BUT ONE "CYCLONE" COLLECTOR

THE  
"OPEN-TO-ATMOSPHERE"  
"1905"



ALL STEEL

The Side Walls of Top or Cylinder Section are Riveted to Angle Iron Rings at Top and Bottom.

COSTS THE SAME AS MILL CONSTRUCTION.

The Knickerbocker Co.

JACKSON, MICHIGAN



## Grain Carriers

Rates on grain from the head of Lake Superior have been ruling at  $2\frac{1}{2}$  to Buffalo by lake.

Six cars of wheat were ditched and demolished recently on the road to Fort William, Ont.

An order for the construction of 14,000 freight cars will soon be given by the Pennsylvania railroad.

E. H. Harriman and his associates have bought the Baltimore & Ohio stock sold by the Pennsylvania recently.

Surveys are about to begin on the proposed Sioux City, Pierre & Northwestern from Sioux City, Ia., to Pierre, S. D.

The Canadian Northern road is said to have begun preparations for the extension of its line from Port Arthur, Ont., to Duluth, Minn.

The barge Melrose, grain laden, ran aground and sprung a leak at the Soc Sept. 18. The boat was released after lightering 5,000 bus.

The route of the Ohio & Lake Erie Ship Canal between Lake Erie and Pittsburgh, Pa., has been practically decided upon, and construction is to begin early in 1907.

Grain ships are in good demand for the Puget Sound export trade. One firm already has 10 ships chartered, and the shipments are expected to be large this season.

Probably there never would have been any talk of the government going into the railway business if the railways had not shown a disposition to go into the government business.

The Dominion government has decided not to appoint a marine inspector at Kingston, Ont., to look after the loading of freight cargoes. The Dominion Marine Ass'n opposed the appointment.

A boat line between Kansas City and St. Louis was inaugurated recently by the Commercial Club of Kansas City, which arranged for two additional steamers and two barges. The boats carry 1,000 tons.

The four grain elevators on the Great Northern Ry. at Bartlett, N. D., have been filled on account of the scarcity of cars. One house has been closed for want of cars to load out the grain in store.

Following the cut of 10 to 15 cents in Minnesota grain rates by the Great Northern and Northern Pacific roads, the Northwestern, Omaha and Milwaukee have filed application for similar reductions.

The J. Rosenbaum Grain Co. has surrendered its lease on the Illinois Central Elevator at New Orleans, and all the elevators at that port are now being operated directly by the roads as public warehouses.

The Wabash Railway has assured the millers that the tariff on grain from the Missouri River to the seaboard, which made a discrimination of  $1\frac{1}{2}$ c against flour in favor of wheat, will not be effective after Oct. 15.

Chairmen Elkins and Hepburn of the senate and house committees on interstate commerce consulted the Interstate Commerce Commission Sept. 14 with re-

gard to changes to be made in the rate law at the next session of Congress.

The largest cargo ever carried on the great lakes was loaded Sept. 18 into the new steamer Henry H. Rogers at Escanaba, Mich. The cargo consisted of 15,081 net tons of iron ore, equivalent to 538,600 bus. of corn.

The Illinois Manufacturers Ass'n on Sept. 13 adopted resolutions condemning present classifications as unfair; and a committee will be appointed to take up with the railroads the subject of an entire reclassification.

Its embargo on grain shipments to Galveston was removed by the Santa Fe Sept. 11. The blockade was due to nearly all the grain on that road being billed thru a certain export elevator, the other houses having room to spare.

The fobbing charge on export grain at New Orleans has been reduced by the Illinois Central and Texas & Pacific roads from 1c per bu. to 1c per 100 lbs. on all grain, to meet a similar reduction thru one of the elevators at Galveston.

In order to get the whole haul from Cincinnati to Atlanta the Louisville & Nashville Ry. has announced that it will not allow a reshipping privilege on grain and hay at Nashville, Tenn., from Ohio River gateways, destined to the south-east.

One Minneapolis company operating a line of elevators reports that loaded cars have stood several days at 31 stations waiting for locomotives. It is said the slow movement of grain is due more to lack of motive power than to the car shortage.

The chief engineer in charge of the Georgian Bay Canal survey in his report to parliament will state that an expenditure of \$100,000,000 is justified by the consequent development of power and more rapid transportation of grain between Duluth and Montreal.

Grain shipments from Fort William, Ont., during the crop year prior to Sept. 1, as reported by Frank E. Gibbs, Dominion grain inspector, were 55,599,720 bus. wheat, 5,720,915 bus. oats, 959,546 bus. barley and 456,928 bus. flaxseed. Nine-tenths of the grain was taken out by lake vessels.

The Missouri Valley Car Service & Storage Bureau has suspended its rule reducing the free time on grain at Kansas City to 24 hours, until Oct. 15. The grain dealers went to Chicago and made an effective protest. The enforcement of a similar rule at Omaha has been postponed to Oct. 15.

The joint wheat rate order of the Washington State Railroad Commission is not to be enforced against the Northern Pacific and Great Northern, the federal court at Seattle, on Sept. 8, having granted a temporary restraining order on the allegation by the roads that the railroad commission law is unconstitutional.

The Interstate Commerce Commission on Sept. 18 announced the following rulings under the new rate law: Notice of changes in rates—Where two or more connecting carriers establish a joint rate which is less or greater than the sum of their local rates, such joint rate is a change of rates and requires a notice of 30 days. In such case the joint rate when duly established and enforced becomes the only lawful rate for through transportation. New Roads—On new lines of road, including branches and extensions of existing roads, individual rates may be established in the first instance.

and also joint rates to and from points on such new lines, without notice, on posting a tariff of such rates and filing the same with the Commission.

The International Ass'n of Sailing Ship Owners, which for three years has tried to maintain grain rates from Portland, Ore., at 27s 6d, against 26s 3d from Puget Sound, has so far failed to get many charters at the differential, Portland exporters having chartered steamers and ships owned by non-members in the Ass'n.

Suits against the steamer Hamilton for collision with the grain barge Huron in the Soulages Canal last year are soon to be heard in the admiralty court. The plaintiffs are: Northern Elevator Co., \$22,000 for loss of grain; Ogilvie Flour Mills Co., \$13,000 for loss of grain; Canada Atlantic Ry., \$8,000 damages to its barge.

We can't ignore the demands of the public for proper transportation facilities, and it is our duty to provide them, said George J. Gould, of the Wabash, recently. This is cheering news to the shipper who suffers from the car shortage. Will Mr. Gould please throw old worn out and leaky cars into the scrap pile and buy a sufficient number of new cars to handle the grain?

Classification of freight is a bulwark of discrimination that has hitherto been untouched. The security which rebaters have felt in the complexity of tariffs is soon to be rudely disturbed now that shippers' ass'ns and the Interstate Commission are attacking the classifications. Shippers are not willing to admit that classifications are necessarily so complicated that only railroad men can understand them.

Shippers at Salt Lake and Ogden, Utah, have joined in a protest to the railroads against the demurrage rule of circular No. 8 issued by the car service ass'n. Formerly grain men were given 24 hours to inspect and grade grain, but now a delay of a car an hour or two costs a demurrage of \$1. The grain dealers are just as much entitled to stop grain at Junction City and Salt Lake for inspection as are the smelters to sample ore in cars.

Milling in transit privileges have been asked of the roads in the Central Traffic Ass'n by a large number of interior points. It is a question, under the new law, whether the privileges can be granted to certain markets and denied others. It is probable that the question will soon come before the Interstate Commerce Commission, which will prescribe a uniform practice. Milling in transit covers the cleaning of grain in transit, and the expected ruling of the Commission will seriously affect the operation of cleaning houses at some large markets and many interior western points.

A definition of freight rates extending control by Congress to persons performing service incidental to transportation was given recently by the circuit court of the northern district of Illinois in the suit of the Interstate Commerce Commission against Reichmann, that "The constitutional power of Congress to regulate commerce among the several states includes the power to regulate freight rates by requiring that they shall be uniform to all shippers, and in construing statutes enacted to that end freight rates should be construed to mean the net cost to the shipper of the transportation of his property, and such regulations may lawfully apply, not only to common car-

riers, but to all persons and corporations occupying such relation to transportation that the conduct of their business may operate to impair uniformity of rates."

The Interstate Commerce Commission on Sept. 10 announced that hearings will be held at Washington beginning Oct. 8 on the following questions: The filing of joint tariffs by the initial line; the printing of the schedules of each initial line as an independent document; the filing with the Commission by participating lines of general authority to the initial line in their behalf of all tariffs or all joint tariffs of a special kind; the separation of class and commodity rates; the filing of a detailed index showing all commodity rates in effect so that each commodity can be easily located; limiting any tariff to five supplements and any classification to ten supplements, the entire classification or tariff to be reprinted where there is any excess; the observance of a uniform order in the compilation of tariffs; the proper specification in the tariff of the initial line of all terminal charges, the absorption of switching or terminal charges where it affects the total cost to the shipper shall be stated upon the tariff.

An exposure of rebating to favored shippers by the manipulation of schedules and amendments has been filed with the Interstate Commerce Commission by A. B. Stickney, pres. of the Great Western Ry., who says "It is impossible to convey by general language any adequate understanding of the utterly hopeless conditions of the present schedules. Every railway has a special schedule room in charge of a schedule clerk where the schedules issued by itself and joint schedules issued by itself and connecting lines are filed, indexed, and kept in order for reference. As soon as one schedule is entirely superseded by other schedules it is taken out of the working or live files, so that only schedules which are still in force remain. I have had the schedules in the working files of the Chicago Great Western counted, and by actual count on Aug. 9, 1906, these working and live files contained 8,561 separate and disconnected schedules, some of them consisting of a single leaf, but most of them containing from four to 130 pages." Mr. Stickney explains several tricks by which knowledge of schedules naming the lowest rate is kept from the small shipper.

Elevation allowances to the Omaha Elevator Co. at Council Bluffs, Ia., by the Union Pacific Railroad, were considered by the Interstate Commerce Commission at hearings held Sept. 17 and 18 at Chicago. Among the witnesses were Frank T. Heffelfinger and E. P. Peck of the Peavey system, A. B. Jaquith, former manager for the Omaha Elevator Co., L. S. Gillett, pres. of the Electric Steel Elevator Co., of Minneapolis; Geo. H. Crosby, frt. traffic mgr. of the Burlington, J. N. Baldwin, counsel of the Union Pacific, and A. B. Stickney of the Great Western Ry. Mr. Gillett testified that the elevation allowance of 1 1/4 cents was only a fair price for the service. Mr. Heffelfinger offered to sell the elevator at Council Bluffs, and denied the alleged profits from the allowance. Mr. Jaquith said "It is a pretty hard job to buck the advantage given the Peavey people by this elevation allowance. I have learned this by experience. When the Peavey Co. is given 1 1/4 cents per hundred pounds elevation allowance on grain that is purchased in competition with me and I am not allowed that concession, it is easy to

see that I am handicapped." Mr. Peck said that he bills all his grain to St. Louis, care of the Peavey Elevator Co., Council Bluffs, Ia., and that when it is put in the elevator he does as he pleases about shipping it out, sending it wherever he wishes on the proportional of thru rate. In doing this he gets the elevation charge, but maintains that such a form of billing is not necessary to enable him to get the allowance. As the sole justification for the payment of the fee to the elevator company is the release of its cars, proof that grain was sent on in the same cars, which it is believed Mr. Stickney will produce at a future hearing, would show that the elevation allowance has been simply a rebate. The hearings were adjourned to Oct. 1.

## Books Received

**CATTLE FEEDING EXPERIMENTS.**—Snapped corn as feed, in combination with alfalfa, prairie hay and corn stover, is the basis of tests reported in Bulletin No. 93 of the University of Nebraska Agri. Exp. Sta., Lincoln, Neb.

**DENATURED ALCOHOL,** Its Bearing upon Corn Prices, and Its Benefit to the Agricultural Industry, is the subject of a pamphlet by E. W. Wagner, in which are given excerpts from testimony before the committee on ways and means on denatured alcohol by Secy. James Wilson, Nahum Bachelder, master of the National Grange; H. P. Mehlin, pres. National Piano Mfrs. Ass'n, Rufus F. Herrick, chemist; Mahlon Kline, of the Philadelphia Trades League; Leonard B. Goebels of the Otto Gas Engine Works, and many others, showing the great value and necessity of tax free alcohol to the arts and industries, and the increased demand to be expected for corn. The author states that this country uses about 1,000,000,000 gallons of petroleum a year and that its price is lowest at the great market centers, where it is least used; that denatured alcohol will be cheapest at the points farthest in the interior, where it is to compete with petroleum and its products at the highest prices. The text of the free alcohol law is given. Issued by E. W. Wagner, Chicago, Ill., and sent by mail on receipt of price, 10 cents.

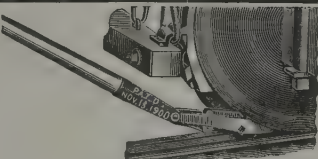
**CROP ROTATION.**—With the exhaustion of their soils the grain growers of the Northwest are forced to abandon the one crop idea; and the recent publication of a bulletin on Crop Rotations by the South Dakota Agri. College meets a growing demand for information on rotation suitable to the Northwest. Rotation of crops has so thoroughly proved its worth in older communities that the grain growers of the Northwest will welcome a plan of rotation that has been shown to be adapted to their conditions. An extensive experiment has been under way at the South Dakota station since 1897 on a field divided into 70 plats, on each of which a different rotation has been tried. Details are given of all the rotations. The following conclusions are drawn: The general idea that flax is hard on the land is wrong. Where wheat, oats and corn are to be grown, the wheat shud follow the corn and the oats shud follow the wheat. At the end of 8 years land that has grown wheat and corn alternately is producing better crops of wheat than similar land upon which wheat has been alternated with vetch and summer fallow. The best rotations will include a perennial grass such as brome. Bulletin 98; 30 pages. South Dakota Agri. College Exp. Sta., Brookings, S. D.

Protect yourself against loss of grain by leakage in transit by using the

## KENNEDY PATENT PAPER CAR LINER

Effective, cheap. Grain dealers are invited to investigate. Full description and price on application.

FRED W. KENNEDY, Shelbyville, Ind.  
Patentee and Manufacturer



## THE ATLAS CAR-MOVER

Manufactured exclusively by

The Appleton Car-Mover Co.  
Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

## When in Trouble

Or when you need an investigation or settlement made, write me or call up Long Distance Phone Harrison 5022.

Misunderstandings arise wherein EXPERT ADVICE and ADJUSTMENT is invaluable.

I am equipped to serve you promptly and intelligently.

The Chicago Daily News, March 22, 1906, said:

"Mr. Hill has had a long experience in adjusting complicated cases for the Board of Trade, and this, together with his comprehensive knowledge of the rules, customs and working principles of the various leading trading organizations, qualifies him to render expert advice and supply information of great value."

## JOHN HILL, JR.

MEMBER CHICAGO  
BOARD OF TRADE

Board of Trade Building, Chicago

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Consulting and Auditing Expert  
Grain, Stocks, Cotton, Investments

LOW RATES TO PACIFIC COAST.  
VIA CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

Colonist tickets, good in tourist sleeping cars, will be sold from Chicago to Seattle, Portland, Tacoma, San Francisco, Los Angeles and many other Pacific Coast points for \$33, September 15 to October 31, inclusive. Reduced rates to hundreds of other points west and northwest. Folder descriptive of through train service and complete information about rates and routes will be sent on request.

F. A. MILLER,  
General Passenger Agent,  
Chicago.



## Seeds

Clover seed is scarce and of only fair quality.—Kitchels Elevator Co., Kitchel, Ind.

Farmers report clover seed yielding very poor; from 1 to 2 bus. per acre.—Jones Bros., Aylesworth, Ind.

The condition of clover seed in Michigan on Sept. 1 was reported by Geo. A. Prescott, secy. of state, to have been 73 per cent.

The W. O. Church Seed Co. has been incorporated at Oklahoma City, Okla. The capital stock is \$5,000; and the incorporators are W. O. Church, Jeamsey Church and W. O. Kneek, all of Oklahoma City.

Owing to the continued drouth the demand for seeds of all kinds is very small. Prices for trifolium unchanged; but tares are cheaper; more offering and quality excellent.—John Picard & Co., London, Eng.

James Holes of Fargo, N. D., is growing corn that ripens in 93 days. The ears compare well with those of the corn belt. Recently Mr. Holes received an order for 100 kilograms of seed corn from a seed dealer of Germany.

The crop of blue-grass seed this year is estimated by the Dept. of Agri., compared with a full crop, as follows: West Virginia, 96; Minnesota, 95; Ohio, 90; Iowa and Wisconsin, 88; Illinois, 86; Indiana, 80; Kansas, 75, and Missouri, 68 per cent.

Toledo received during the week ending Sept. 22, 1,285 bags of clover seed and shipped 100 bags, against 3,525 bags received and 50 bags shipped for the corresponding week a year ago. So far this season 3,675 bags of clover seed have been received and 1,500 bags shipped, compared with 10,000 bags received and 1,800 bags shipped during the corresponding period a year ago.

A Canadian seed dealer writes C. A. King & Co.: Crop here is going to be much smaller than the past two seasons and we shall have to purchase some clover seed outside our own country to pull us through. The past two years we were able to send considerable seed out of the country, but have not got it this season. The acreage is considerably shorter and the bad drought has seriously damaged the crop.

Exports of seeds during the 7 months prior to Aug. 1 included 1,142,631 lbs. of clover seed, 8,164,415 lbs. of timothy seed, other grass seeds valued at \$96,896, and 5,869,841 bus. of flaxseed; against 4,204,777 lbs. clover seed, 7,641,000 lbs. timothy seed, other grass seeds valued at \$127,000, and 288 bus. of flaxseed, for the corresponding period of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

We have a tenth of an acre planted to Johnson grass on the Department's experimental farm at Washington, D. C. It grew shoulder high, producing a splendid forage crop, equal, I should say, in its nutritive value to timothy. We will get one very heavy and a second good cutting. In this latitude the grass is simply an annual and offers no menace to the farmers as it does in the South. There, of course, it is a very dangerous and obnoxious weed. Next year we will plant a larger acreage and further investigate the plant as a forage crop, which over a

considerable area of the country may become one of the most valuable grasses for pasture and hay.—Professor L. C. Corbett.

The acreage of clover seed compared with that harvested last year is as follows: Ohio, 85; Michigan, 90; Indiana and Illinois, 80; Wisconsin, 88; and Iowa, 100 per cent. The condition, as stated Sept. 10 by the crop estimating board of the Dept. of Agri. was 74 in Ohio, 75 in Michigan, 73 in Indiana, 72 in Illinois, 88 in Wisconsin and 82 in Iowa, on Sept. 1; against 71 in Ohio, 82 in Michigan, 80 in Indiana, 85 in Illinois, 93 in Wisconsin, and 95 in Iowa, on Sept. 1, last year.

Clover seed, which prior to July 1 was classified by the Treasury Dept. as included in "all other, free," now is reported upon separately in the tabulated statistics. No preceding periods, therefore, are available for comparison. For the month of July our imports of clover seed have been 191,488 lbs., valued at \$16,973. Imports of flaxseed for the 7 months prior to Aug. 1 were 46,130 bus.; against 211,530 bus. for the corresponding period of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

Nearly five million dollars worth of pumpkin, squash, watermelon, lettuce, turnip and radish seed has been distributed by the United States Government in these little packets. We think it is time to give the seed trade a rest and that members of Congress seeking to endear themselves to their constituents should appropriate money to give away axes, saws, pocket knives, looking glasses, shoes, boots or sets of harness or something other than seeds. Let the poor seed merchants have a rest. We think we have earned it.—Henry W. Wood, pres. American Seed Trade Ass'n.

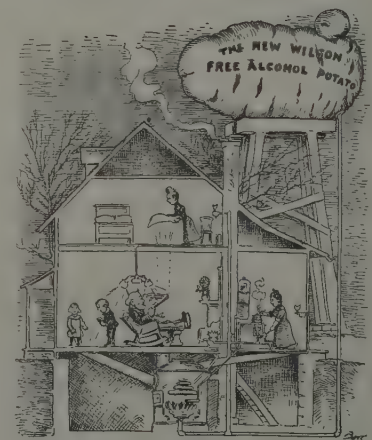
Chicago received during the week ending Sept. 22, 2,501,900 lbs. timothy seed, 209,600 lbs. clover seed, 1,011,600 lbs. other grass seeds, and 50,300 bus. flaxseed; compared with 4,432,167 lbs. timothy seed, 192,812 lbs. clover seed, 1,727,700 lbs. other grass seeds, and 53,000 bus. flaxseed, for the corresponding week a year ago. Shipments for the past week have been 504,018 lbs. timothy seed, 73,100 lbs. clover seed, 2,018,600 lbs. other grass seeds, and 750 bus. flaxseed; compared with 858,500 lbs. timothy seed, 54,200 lbs. clover seed, 1,248,300 lbs. other grass seeds, and 6,330 bus. flaxseed, for the corresponding week a year ago.

Albert Dickinson, pres. of the Albert Dickinson Co., has recently sold his membership in the Chicago Board of Trade. The Board of Trade in March adopted a commission rule and in July established a rule on bids that if followed by the company would restrict its transactions. For years the company has had several members of the Board employed on salary, but the new rule forbade this, placing all members on a brokerage basis. The rule establishing the call on timothy seed and flaxseed, which went into effect July 9, prohibited the company, or any other member of the Board, from bidding the country shipper more than the closing call price, less commission and freight.

Yellow trefoil was declared entitled to entry free of duty by the general appraiser at New York recently, in the case of an importation invoiced as clover seed. Appraiser Waite said: The board has hitherto classed clover as grass seed for tariff purposes, G. A. 2442 (T. D. 14720). While yellow trefoil, medicago lupulina, is probably not clover in a botanical sense, which would seem to include only plants

of the genus trifolium, it has the appearance of clover, is closely allied to that plant, and is classified as a clover in the catalogs of seed dealers if not in common speech. But whether to be regarded as clover or not, the plant in question is shown by the evidence to be a forage plant such as would fall in the category of the so-called "artificial grasses," and is, therefore, entitled to free entry under paragraph 656.

Reports on the European crop of red clover seed are conflicting, but in face of the fact that stocks are perfectly cleared out, very low prices cannot be expected, even if the crops will turn out satisfactory. White clover is a good yield as to quantity, but the quality could often be better. Market is very quiet owing to buyers holding back, and prices will rule lower yet than last year. Alsike has done well both in America and in the European centers of production and is quoted cheaper than last year. Qualities are good. Crimson clover, both France and the Austrian and German districts had a large yield, so that the high opening prices could not be maintained, but had to be reduced before any important transactions were concluded. French grown seed was generally preferred, because it was not materially dearer but much better than Austrian seed: Speculators have early in the season already made the prices of timothy rise pretending a short crop on account of a reduced acreage and enormous drought. In Germany it looks as if the result is going to be a good one and in such case, and if the prices are not too high, no doubt German seed will be preferred to American. Lucerne promises well in Italy, but is said to have suffered in France considerably from drought, so that the Province will only have a weak medium crop—nothing can be said as yet about quality. There will be a good average crop of Turkestan alfalfa. A good full crop of fine quality English and Italian ryegrass is expected, but of lighter bushel-weight than in the past season. Prices will likely be same as last year, perhaps even somewhat lower. Sainfoin was saved under very unfavorable conditions; samples received so far show a dark color. An average yield is expected. Prospects for sainfoin, 2 cuts are reported from France to be rather bad, considerable drought has damaged the plant's growth.—Conrad Appel, Darmstadt, Germany.



All Comforts of Home to be Furnished Farmers by a New Potato Discovered by the Dept. of Agri.—Minneapolis Journal.

## Adulteration of Alfalfa Seed.

Seed of alfalfa has been obtained and tested in accordance with the act of Congress making appropriations for the Dept. of Agri.

In carrying out the provisions of this act 352 samples of seed of alfalfa were obtained in the open market and examined. Of these, 160, or nearly one-half of the samples, were found to contain seed of the destructive parasitic plant dodder; 9 samples were found to be adulterated with seed of yellow trefoil, and 9 samples adulterated with bur clover.

Yellow trefoil is not used to any extent as a forage plant in the United States, but the seed is imported from Europe at about 5 cents per pound for use as an adulterant of red clover and alfalfa seed. Although bur clover is cultivated in the Gulf States, the seed found mixed with that of alfalfa is not the commercial bur clover seed of this country, but a by-product secured in cleaning South American wool, and is imported from Germany in low-grade alfalfa seed.

In accordance with the provisions of the act of Congress quoted, publication is made of the names and addresses of the seedsmen who offered for sale the lots found to be adulterated, together with the percentage of adulteration in each lot.

Seed offered for sale as alfalfa by the W. E. Barrett Co. contained 7.87 per cent of yellow trefoil; by Caghey & Carran, 8.79 of bur clover; by S. W. Flower & Co., 3.75 of yellow trefoil and 3.90 of bur clover; by J. J. Funk, 10.54 of yellow trefoil and 1.31 of bur clover; by Wm. S. Gilbreath Seed Co., 5.53 of trefoil and 6.96 of bur clover; by Huntington & Page, 47.05 of trefoil; by Martin Kunkel & Sons, 35.75 of trefoil and 4.11 of bur clover; by Providence Seed Co., 8.60 of trefoil and 1.12 of bur clover; by Ross Bros. Co., 46.78 of trefoil and 6.50 of bur clover; and by L. Teweles & Co., 20.28 per cent of bur clover.—From Circular No. 20 of U. S. Dept. of Agri., by B. T. Galloway, Chief of Bureau of Plant Industry.

## Imports and Exports of Hay.

Hay amounting to 48,156 tons was imported during the 7 months prior to Aug. 1; compared with 19,112 tons during the corresponding period of 1904-5.

Exports of hay for the 7 months were 41,544 tons; compared with 40,819 tons for the 7 months of 1904-5 prior to Aug. 1, as reported by O. P. Austin, chief of the Bureau of Statistics.

## Imports and Exports of Beans.

Beans and dried peas amounting to 213,561 bus. were imported during the 7 months prior to Aug. 1, against 199,500 bus. during the corresponding period of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of beans and peas during the 7 months prior to Aug. 1 have been 224,000 bus. of domestic and 20,800 bus. of foreign origin; against 189,000 bus. of domestic and 26,200 bus. of foreign origin, during the corresponding period of 1904-5.

## The Moody & Warren Elevator at Ft. Collins, Colo.

As Colorado increases its acreage of wheat and oats the number of grain elevators in the agricultural districts increases and naturally larger and better houses are being erected.

Illustrated herewith is the 20,000 bushel elevator of the Moody & Warren Commercial Co. at Ft. Collins. It has three elevator legs and a lift for bag grain all of which are operated by gasoline power. Facilities are provided for receiving bulk grain from cars, and a large hopper scale and a dormant scale are used for weighing grain received. The house is equipped with a Strong & Northway 2-high Roller Mill and a Western Corn Cleaner.

So much winter feeding is done in the neighborhood that much corn and oats is shipped in from Nebraska in bulk and sold to local feeders. Surplus wheat is shipped to nearby millers. Seed is generally sent to Denver.

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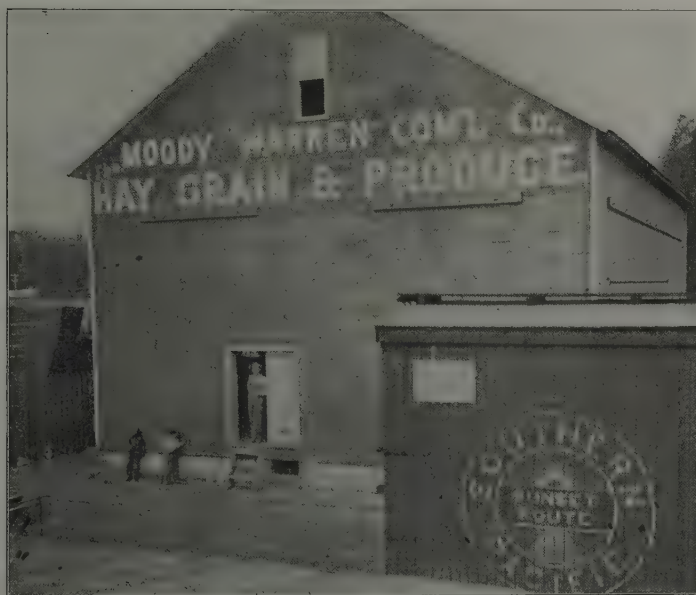
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Grain Elevator at Fort Collins, Colorado.



## Supreme Court Decisions

**Broker's Liability.**—A broker, contracting for a disclosed principal, is not personally liable on the contract; but, if the principal is not disclosed, the broker is personally liable.—*Drake v. Pope*. Supreme Court of Arkansas. 95 S. W. 774.

**Demand under Landlord's Lien.**—One instructed by a landlord to collect the rent has authority to demand of a buyer of a crop produced by a subtenant, the value of the crop.—*Beck v. Minnesota & Western Grain Co.* Supreme Court of Iowa. 107 N. W. 1032.

**Thresher's Lien.**—A thresher is entitled to a lien on all the grain threshed for threshing any particular kind of grain, when done under the same contract, and such lien is enforceable between the parties.—*Mitchell v. Monarch Elevator Co.* Supreme Court of North Dakota. 107 N. W. 1085.

**Connecting Carriers.**—A carrier contracting for a through shipment is liable for the negligence of connecting carriers, notwithstanding a provision in the contract of shipment exempting it from such liability.—*Ratlivf v. Quincy, O. & K. C. R. Co.* Kansas City Court of Appeals, Missouri. 94 S. W. 1004.

**Sale by Sample.**—Where goods were sold by sample, the only warranty was that they would be the same as the sample, and, in an action for the price, it was error to permit defendant to show that the goods were not suitable to his use.—*Walter Pratt & Co. v. Metzger*. Supreme Court of Arkansas. 95 S. W. 461.

**A condition in a shipping receipt exempting the carrier from liability unless notice of loss be given within a specified time has no application to loss from a falling market and delay in transportation.**—*Frey v. New York Cent. & H. R. R. Co.* Supreme Court of New York, Appellate Division. 100 N. Y. Supp. 225.

**Freight Charges on F. O. B. Shipment.**—Where goods are sold free on board, and the carrier refuses to ship them unless freight is paid in advance, whereupon the seller pays it, he is entitled to recover the amount so paid from the buyer.—*Gorham v. Dallas, C. & S. W. Ry. Co.* Court of Civil Appeals of Texas. 95 S. W. 551.

**Surety.**—A surety is a favorite of the law and never liable beyond the strict terms of his obligation. But his contract is nevertheless but an agreement, and like all other agreements it must receive a just and rational interpretation.—*U. S. Fidelity & Guaranty Co. v. Commissioners of Woodson County, Kan.* U. S. Circuit Court of Appeals. 145 Fed. 144.

**Arbitration of Insurance.**—Where a fire policy provides for an appraisal by arbitrators in case of a disagreement as to the amount of loss, the failure of the appraisers to render a proper and legal award, without the fault of the insured, does not effect his right to maintain an action on a policy.—*Home Ins. Co. of New York v. M. Schiff's Sons.* Court of Appeals of Maryland. 64 Atl. 63.

**Waiver of Objections to Claim.**—Where a contract of shipment required a verified claim for any damage to be made within a specified time, and the carrier retained an unverified claim without objection during the period fixed for its presentation, and investigated the merits of the claim, any objection to the sufficiency of the claim was waived.—*Bushnell v. Wabash R. Co.* Kansas City Court of Appeals, Missouri. 94 S. W. 1001.

**Evidence of Damage by Carrier's Delay.**—Where a railroad company fails and neglects to deliver a car load of freight within a reasonable time (taking into consideration all of the conditions surrounding the shipment), and such delay is due to the

negligence of the company, in the absence of any evidence to the effect that the consignee has suffered actual damages, he can recover nominal damages only.—*Chicago, R. I. & P. Ry. Co. v. Broe*. Supreme Court of Oklahoma. 86 Pac. 441.

**Carrier's Liability.**—Where, after rejection of certain corn by the consignee, the carrier sold it without complying with a state statute regulating such sales, and there was no evidence that the corn was perishable other than that it was moldy and in a damaged condition, it was no defense to the carrier's liability that the statute was inapplicable to perishable freight.—*St. Louis Southwestern Ry. Co. v. Arkansas & Texas Grain Co.* Court of Civil Appeals of Texas. 95 S. W. 656.

**Withdrawal from Arbitration.**—Although either party to a common-law submission to arbitration may, at any time before a final award is made, revoke his consent to the submission, he is not at liberty to question the validity of an award published after he had made known to the arbitrators his election to withdraw from the arbitration, if he subsequently accepted the benefits under the award which he was not entitled to claim independently thereof.—*Harrell v. Terrell*. Supreme Court of Georgia. 54 S. E. 116.

**Reorganization of Mutual Insurance Companies.**—A statutory scheme for the reorganization of a mutual insurance company and the transfer of its assets, including an accumulated surplus, to its successor is considered and held to be in conflict with the constitutional inhibition against laws impairing the obligation of contracts and in violation of the provisions of the federal constitution as to the equal protection of the laws and the deprivation of property without due process of law.—*Huber v. Martin*. Supreme Court of Wisconsin. 105 N. W. 1031.

**Recovery of Payment for Lower Grade.**—Plaintiff ordered corn from defendant, and the corn was sent with a draft in favor of a third person attached to the B/L and plaintiff paid the draft without having had an opportunity to inspect the corn, which later proved to be inferior to the quality ordered. Held, that the mere fact that plaintiff paid the draft in favor of a third person did not necessarily absolve defendant from liability to return the price paid, where the corn delivered was an inferior grade.—*Drake v. Pope*. Supreme Court of Arkansas. 95 S. W. 774.

**Property Right in Quotations.**—The Chicago Board of Trade has a property right in the market quotations made and posted in its exchange, and is entitled to protection in equity by injunction against the use of such quotations by another without its consent for such length of time after they are made as to enable it to secure to itself the benefit of such right; nor is it required to furnish its quotations to one conducting a bucket shop.—*Chicago Board of Trade v. Cella Commission Co., of St. Louis and Donovan Commission Co.* U. S. Circuit Court of Appeals, 8th Circuit. 145 Fed. 28.

**Traveling Rice Buyer—Agency.**—That a traveling soliciting agent of a corporation remained in a county for a week or two at a time during the rice purchasing season for the purpose of buying rice did not establish that the corporation had an agency in that county, authorizing the maintenance of a suit for breach of a rice contract therein, under Rev. St. 1895, art. 1194, Sec. 23, declaring that an action against a corporation may be brought in any county where it maintains an agency.—*Mangum v. Lane City Rice Milling Co.* Court of Civil Appeals of Texas. 95 S. W. 665.

**Evidence of Grading.**—Where, in an action against a carrier for conversion of corn by a sale after rejection by the consignee, the issue was sharply drawn as to whether the corn was No. 2 mixed corn when loaded at the point of shipment, evidence that the corn was part of another car load, the balance of which witness sold as No. 2 corn to dealers at the point of shipment, and that no complaint had ever

been made by any of the purchasers of the same was not irrelevant.—*St. Louis Southwestern Ry. Co. v. Arkansas & Texas Grain Co.* Court of Civil Appeals of Texas. 95 S. W. 656.

**Sale of Good Will.**—Under a contract whereby defendant sold to plaintiff and another her business and good will, and agreed not to engage in the business for a term of 10 years, provided that if at any time prior to the expiration of 10 years the purchasers should cease to carry on the business the defendant might re-engage in the business, the fact that plaintiff purchased the interest of her partner and continued the business in partnership with another person does not give the defendant the right to re-engage in the business.—*Jenkins v. Eliot*. Supreme Judicial Court of Massachusetts, Suffolk. 78 N. E. 431.

**Brokers Liable for Customer's Loss.**—Where, under an agreement between brokers and their principal, the principal was to deposit the amount of margins required in a bank named, and in pursuance of the agreement the deposits were usually made within an hour of the receipt of notification from the brokers, but in the case in question the brokers closed out the transaction within a few minutes after notifying their principal and before he had opportunity to make the necessary deposit, they are liable to him for the loss sustained in restoring the contracts.—*Sanger v. Price*. Supreme Court of New York. 99 N. Y. Supp. 513.

**Landlord's Lien.**—In an action by a landlord for the value of a crop produced by a subtenant and sold to defendant, a witness testified that prior to the commencement of the suit he demanded the value of the crop of an agent who responded that he had no authority to pay therefor. The witness testified that he was instructed by the landlord to collect the rent. Held, to show a demand on defendant prior to the commencement of the suit sufficient to maintain the same, conceding that a demand was essential as a condition precedent to the maintenance of the action.—*Beck v. Minnesota & Western Grain Co.* Supreme Court of Iowa. 107 N. W. 1032.

**Collection of Draft.**—A depositor and a bank entered into an agreement whereby the bank agreed to collect the depositor's drafts for a compensation of 10 cents on each \$100. The custom of the bank was to send collections to its correspondent, which placed the proceeds to the bank's credit, intermingling them with other funds on deposit subject to be drawn on not alone by the owners of the collections but by the bank in the usual course of business. Held, that the custom did not have the effect of making the correspondent the depositor's agent.—*Landa v. Traders Bank of Kansas City.* Kansas City Court of Appeals, Missouri. 94 S. W. 770.

**Crop Mortgage.**—A chattel mortgage, on the mortgagor's entire crop of cotton and corn to be raised in 1902 on a certain farm leased by him, or any other land he might cultivate or any or all crops he might acquire by purchase or otherwise for that year, providing that, if the indebtedness were not paid, the lien should remain in full force and cover the succeeding crops until fully paid, and that, if he failed to cultivate the land described, the mortgage should cover any land he might cultivate till it was paid in full, did not cover crops on land cultivated by the mortgagor as a tenant in 1904, which he did not hold or cultivate in 1902, and which the parties did not contemplate in 1902 that he would cultivate.—*McDavid v. Phillips*. Supreme Court of Texas. 94 S. W. 1131.

**Johnson Grass—Penalty.**—Under Const. 1876, art. 3, Sec. 35, providing that, where any subject embraced in an act is not expressed in its title, only so much thereof as shall not be so expressed shall be void, the invalidity of the provisions of Laws 27th Leg. p. 283, No. 470, authorizing the recovery of damages to persons injured by a railroad permitting Johnson grass to go to seed on its right of way, because not included in the title of the act, does not render invalid the provisions imposing a penalty on a railroad permitting such seed

to mature on its right of way; the damage feature only making statutory the remedy at common law, and the invalidity thereof not changing the existing remedy, nor rendering the penalty feature incomplete.—St. Louis Southwestern Ry. Co. of Texas v. Gentry. Court of Civil Appeals of Texas. 95 S. W. 74.

Steel box cars will cheat the thief who bores a hole in the bottom of the grain car.

With 200,000,000 bus. of wheat for export the American farmer is unable to dictate the price this year.

Forced selling of a small part of the crop by needy growers is depressing the price of the whole wheat crop.

## Exports.

Buckwheat amounting to 332,000 bus. was exported during the 7 months prior to Aug. 1; against 145,300 bus. during the corresponding period of 1904-5.

Broom corn valued at \$129,800 was exported during the 7 months prior to Aug. 1, against \$112,800 worth during the corresponding period of 1904-5.

Malt amounting to 497,000 bus. was exported during the 7 months; against 309,200 bus. for the corresponding 7 months prior to Aug. 1, 1905.

Linseed oil cake amounting to 483,914,000 lbs. was exported during the 7 months prior to Aug. 1; compared with 313,946,000 lbs. during the corresponding period of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

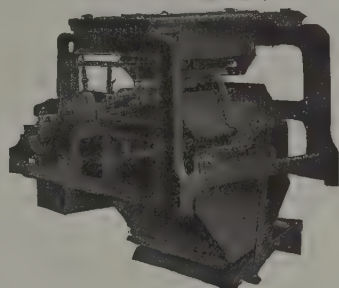
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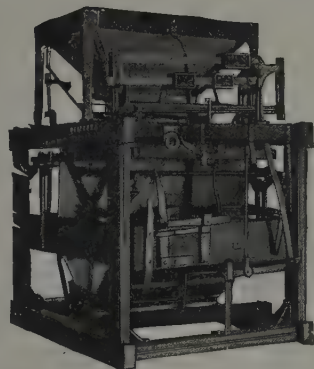
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Think how this would look  
at the head of your mill.  
It WORKS better than  
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and is sold on a positive guaran-  
tee to weigh absolutely correct. It  
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It is the most durable scale that is  
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Sold on Approval  
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**McLeod Automatic Scale Co.**  
PERU, ILL.

## Is the AMERICAN GRAIN METER Accurate?

### AFFIDAVIT

State of Ohio, ) ss  
Champaign Co., )

AMERICAN GRAIN METER  
VS  
R. R. TRACK SCALES

We, the undersigned, hereby certify that on June 15th and 16th, 1906, we weighed the corn loaded into Erie cars No. 71904 and No. 107097 at the elevator of J. L. Bowles, at Bowlesville, Ohio.

The empty cars were first weighed on R. R. Track Scales, which had recently been tested. They were then loaded, the corn passing through an American Grain Meter, which automatically weighed and registered it. The loaded cars were then weighed. The results were as follows:—

	Car No. 71904	Car No. 107097
Net Weight Track Scales—	50400 lbs.	50568 lbs.
Weight, American Grain Meter—	50380 lbs.	50630 lbs.
Variation . . . . .	20 lbs.	62 lbs.

It rained on Car No. 107097 while it was being loaded and also on the track scales which would reduce the variation of 62 lbs.

*T. G. Powers*  
*weighmaster for J. B. Payne & Watson, O.*  
*J. L. Bowles*  
Signed and sworn to before me this 16<sup>th</sup> day of June, 1906  
*M. M. Rock* Justice of the Peace  
In and for Champaign Co. O.

**AMERICAN GRAIN METER** (ACCURATE  
RELIABLE  
PRACTICAL)

—Automatic Grain Weigher for the Country Elevators—

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**AMERICAN GRAIN METER CO., Springfield, Ohio**

Great Western Mfg. Co., Kansas City  
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J. R. Detweiler, Chicago  
Robert Craig, Minneapolis  
Wm. Robinson, Des Moines  
The Howe Scale Co. of Illinois, Cleveland, Ohio



THE AMERICAN GRAIN METER



## Patents Granted

Gas Engine. No. 831,048. Fay O. Farwell, Dubuque, Ia.

Explosive Engine. No. 831,286. Frank A. Jahn, Davenport, Ia.

Explosive Engine. No. 831,044. Herman Dock, Philadelphia, Pa.

Explosive Engine. No. 830,144. Hiram A. Frantz, Cherryville, Pa.

Machine for Forming Conveyor Flights. No. 830,965. Frank C. Caldwell, Oak Park, Ill.

Machine for Attaching Slats to Con-

veyors connected to the upper spacing means. Means slidable on the loops exert a binding pressure thereon.

Conveyor. No. 831,495. (see cut) Chas. H. Anderson, Chicago, Ill. The conveyor roller devices are pivoted on supports in the frame to rock freely and thus automatically position themselves under the weight of the articles being conveyed by the endless belt. Means are provided for locking the supports in one of the positions when desired.

Portable Grain Spout for Elevators. No. 830,957. (see cut) Geo. W. and Christian D. Baier, Cissna Park, Ill. A hopper and collar rotatably connected, a series of tapered tubular sections flexibly connected, and a series of cylindrical tubular sections adapted to slide one within the other, are connected by chains. The tapered sections are adapted to telescope and be placed at an angle to make

comprises a beam, a bucket suspended from one end, a hanger suspended from the other end, a hook on the hanger, a lever adapted to be engaged by the hook, a counterweight adapted to be brought into engagement with the lever, a detent adapted to be engaged by the hanger, a catch controlled by the detent, and a supply gate operatively connected with the catch. Communicating with the hopper is a pair of discharge nozzles, the first nozzle closed by a pivoted perforated gate, and the second nozzle closed by an imperforated gate.

### Exports of Glucose, Corn Oil and Cake.

Glucose amounting to 115,749,500 lbs. was exported during the 7 months prior to Aug. 1; against 107,205,500 lbs. during the corresponding period of 1904-5.

Corn oil amounting to 2,402,400 galls. was exported during the 7 months; against 1,848,300 galls. during the corresponding 7 months prior to Aug. 1, 1905.

Corn oil cake amounting to 26,648,400 lbs. was exported from the United States during the 7 months prior to Aug. 1, against exports of 18,670,600 lbs. during the corresponding months of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

### Exports of Breadstuffs.

Our exports of breadstuffs for the 8 months prior to Sept. 1 included 24,896,000 bus. wheat, 80,914,000 bus. corn, 23,307,800 bus. oats, 1,001,300 bus. rye and 9,114,000 bus. barley; against 1,844,600 bus. wheat, 77,055,000 bus. corn, 6,361,000 bus. oats, 86,000 bus. rye and 5,463,200 bus. barley for the corresponding period of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

July exports show a decrease in corn, oats, rye and barley; but exports of wheat for July increased seven times over July, last year, having been 7,630,338 bus., compared with 1,074,008 bus. a year ago. The total value of all breadstuffs exported during the 8 months was \$113,177,280; against \$74,025,822 for the corresponding period of 1904-5.

### Imports and Exports of the Philippine Islands.

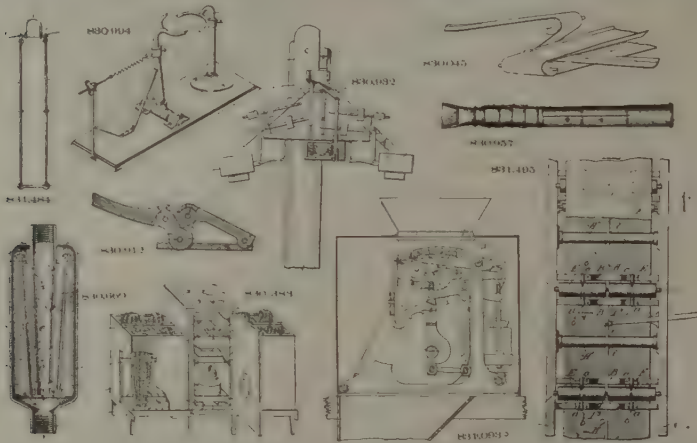
Imports of breadstuffs into the Philippine Islands during the 9 months prior to Apr. 1 included 62,323 bus. of oats, 143,965 bbls. wheat flour and other breadstuffs valued at \$21,146; compared with 65,217 bus. oats, 124,042 bbls. wheat flour and other breadstuffs valued at \$18,888 during the corresponding 9 months of 1904-5.

Rice amounting to 245,389,000 lbs. was imported into the Islands during the 9 months prior to Apr. 1; compared with 405,121,000 lbs. imported during the corresponding period of 1904-5.

Beans and peas amounting to 33,152 bus. were imported into the Islands during the 9 months; against 31,493 bus. imported during the 9 months prior to Apr. 1, 1905.

Hay imports of the Islands were 820 tons for the 9 months, against 3,319 tons for the corresponding 9 months prior to Apr. 1, 1905.

Exports of hemp from the Philippine Islands for the 9 months prior to Apr. 1 were 85,073 tons; compared with 95,671 tons for the corresponding period of 1904-5, as reported by the War Dept.



veyor Belts. No. 830,709. Walter T. Gordon, Juniper, Ore.

Cooling Attachment for Explosive Engines. No. 830,556. Horace G. Alexander, Londonderry, Vt.

Electric Sparking Mechanism for Explosive Engines. No. 831,274. Hiram A. Frantz, Cherryville, Pa.

Gas Engine Sparker. No. 830,808. Stephen A. Hasbrouck, Yonkers, N. Y., assignor to Anna M. Hasbrouck, Yonkers.

Bag-Holder. No. 830,994. (see cut) John J. Hatin, St. Albans, Vt. Of the 2 standards one is pivoted and connected by a spring to a rod movable thru a post on the base.

Conveying System. No. 830,045. (see cut) Hiram W. Blaisdell, Los Angeles, Cal. The system comprises a main conveyor, a tripper thereon carried by a gantree, and an auxiliary conveyor on the gantree, the leads of which straddle the upper lead of the main conveyor.

Exhaust Muffler. No. 830,660. (see cut) Otto Goldman, San Francisco, Cal. At one end of a casing is a tapered tube constituting an inlet. Coincident with the neck is a tapered tube having a plurality of apertures, surrounded by an intermediate tapered casing, its neck constituting an outlet at the opposite end of the case.

Seed Corn Hanging Rack. No. 831,484. (see cut) Joshua Strange, Marion, Ind., assignor of one-half to Leonard Strange, Marion. A pair of open looped members are held in spaced relation at their upper and lower ends, a handle be-

ing connected to the upper spacing means. Means slidable on the loops exert a binding pressure thereon.

the spout describe a curve, while the cylindrical sections may be extended in the same plane.

Weighing and Bagging Machine. No. 830,932. (see cut) Roy S. Scott, McGregor, Ind. The bag-holders are at the ends of arms pivotally secured to the platform, above which is the hopper having a valve to direct the contents exclusively into one or the other of the troughs leading to the bag-holders. Rods connect the arms to the scale beams.

Seed Corn Tester. No. 830,383. (see cut) Clark E. Twamley, Alexandria, S. D. The apparatus comprises a germinating chamber and a crib attached thereto having compartments for holding ears of corn, the crib being open at top and bottom and having open work supports at the bottom for the ears. Within is a lamp for heating under a water tray.

Car Mover. No. 830,912. (see cut) Lawrence J. Muehr, Duluth, Minn. The car mover comprises a base plate having an opening adjacent to one end, a link pivotally mounted in the opening and having a cam lower face extending beyond the lower face of the base plate and having teeth, a lever in which the upper end of the link is pivoted, and a wheel engaging member having one end pivotally mounted in a recess in the forward end of the base plate, and having a recess in its lower face adjacent to its upper end and in which is pivotally mounted the outer free end of the lever, whereby the pivots are relieved of the heavy load.

Automatic Weighing Scale. No. 831,093. (see cut) Ferdinand Pelz, Gliemarode, Brunswick, Germany. The scale

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Established 1889

## Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

### MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

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THE OLD RELIABLE

## Michigan Millers

MUTUAL FIRE INSURANCE CO.

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Assets ..... \$1,800,000  
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Net cash assets..... 328,000

## Millers Mutual Fire Insurance Association of Illinois, Alton, Ill.

Saved its members 55% of their rate of insurance last year, and added \$64,434.82 to its surplus. Are you one of their members? If not, you had better try them this year, and secure good insurance on your mill, elevator, grain warehouse or stock contained therein, and reduce your expense account.

Insurance in force.....\$8,987,642.00  
Face value of notes.... 1,328,540.32  
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## MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

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Insures Flour Mills, Elevators and Warehouses at actual cost.

Net Cash Assets \$218,020.94.

Losses Paid \$1,179,097.88.

Saved to Policy Holders \$1,622,157.48.

Organized 1875. J. G. SHARP, Secretary.

ORGANIZED 1883

## The Western Millers Mutual Fire Insurance Company

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CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents,

## MILLERS' NATIONAL INSURANCE COMPANY

205 La Salle St., CHICAGO, ILL.

Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)

Semi-Annual Assessments costing about one-half Stock Company rates.

NO conflagration hazard.

Gross Assets, - - \$4,341,881.00  
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## Elevator Improvements

that reduce the fire danger are recognized in the rate and cost by the



In fact, the Company is glad, through the office or its inspectors, to furnish advice or information how to improve the risk and lower the cost.

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C. A. McCOTTER, Sec'y.

INDIANAPOLIS, INDIANA

## Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning.....\$5,450,000  
Risks in force, Tornado..... 1,010,000  
Admitted Ledger Assets.....\$16,678.39  
Six Months' Assessment in course of collection, over..... 25,000.00

Total Amount Assets Available for the payment of losses.....\$41,478.39

Fire and Lightning Cost for Current Year Only 80 percent of the rate.

Tornado Cost for Past Five Years Only 50 per cent of the rate.

F. D. BABCOCK, Secy.

## TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

## YOUR COST FOR INSURANCE

on grain elevators and contents if written with the Elevator Underwriters will be the lowest you have ever obtained.

## A Trial Policy

will convince you of the merits of this plan of insurance. For particulars address

## U. S. Epperson

Attorney and Manager

407-408-409 KEMPER BLDG.

KANSAS CITY, MO.

## Wheat Tables

On Cards

lbs., at 1, 2, 3 and 5 lb. dockage are given. Also a table for reducing any quantity of flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 pounds each.

In addition to the regular reduction table, 4 dockage tables showing the dockage of any quantity up to 4,000

GRAIN DEALERS CO., 255 La Salle Street, Chicago, Ill.

## Say

Let the Grain Dealers Journal Want Ads do your work.

They bring quick returns.



## Patents Granted

Gas Engine. No. 831,048. Fay O. Farwell, Dubuque, Ia.

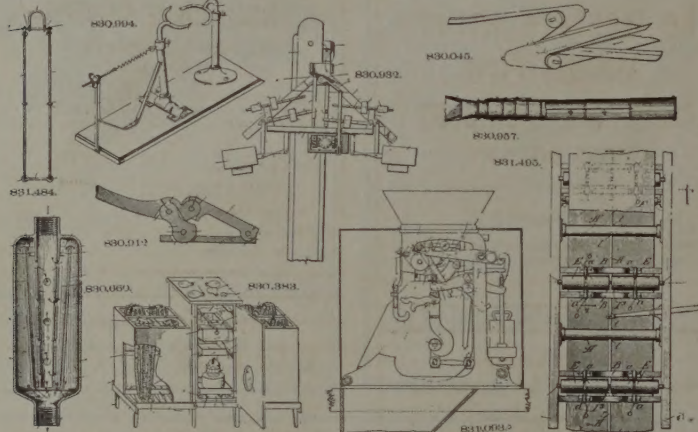
Explosive Engine. No. 831,286. Frank A. Jahn, Davenport, Ia.

Explosive Engine. No. 831,044. Herman Dock, Philadelphia, Pa.

Explosive Engine. No. 830,144. Hiram A. Frantz, Cherryville, Pa.

Machine for Forming Conveyor Flights. No. 830,965. Frank C. Caldwell, Oak Park, Ill.

Machine for Attaching Slats to Con-



veyor Belts. No. 830,709. Walter T. Gordon, Juniper, Ore.

Cooling Attachment for Explosive Engines. No. 830,556. Horace G. Alexander, Londonderry, Vt.

Electric Sparking Mechanism for Explosive Engines. No. 831,274. Hiram A. Frantz, Cherryville, Pa.

Gas Engine Sparker. No. 830,898. Stephen A. Hasbrouck, Yonkers, N. Y., assignor to Anna M. Hasbrouck, Yonkers.

Bag-Holder. No. 830,994. (see cut) John J. Hatin, St. Albans, Vt. Of the 2 standards one is pivoted and connected by a spring to a rod movable thru a post on the base.

Conveying System. No. 830,045. (see cut) Hiram W. Blaisdell, Los Angeles, Cal. The system comprises a main conveyor, a tripper thereon carried by a gauntree, and an auxiliary conveyor on the gauntree, the leads of which straddle the upper lead of the main conveyor.

Exhaust Muffler. No. 830,660. (see cut) Otto Goldman, San Francisco, Cal. At one end of a casing is a tapered tube constituting an inlet. Coincident with the neck is a tapered tube having a plurality of apertures, surrounded by an intermediate tapered casing, its neck constituting an outlet at the opposite end of the case.

Seed Corn Hanging Rack. No. 831,484. (see cut) Joshua Strange, Marion, Ind., assignor of one-half to Leonard Strange, Marion. A pair of open looped members are held in spaced relation at their upper and lower ends, a handle be-

ing connected to the upper spacing means. Means slidable on the loops exert a binding pressure thereon.

Conveyor. No. 831,495. (see cut) Chas. H. Anderson, Chicago, Ill. The conveyor roller devices are pivoted on supports in the frame to rock freely and thus automatically position themselves under the weight of the articles being conveyed by the endless belt. Means are provided for locking the supports in one of the positions when desired.

Portable Grain Spout for Elevators. No. 830,957. (see cut) Geo. W. and Christian D. Baier, Cissna Park, Ill. A hopper and collar rotatably connected, a series of tapered tubular sections flexibly connected, and a series of cylindrical tubular sections adapted to slide one within the other, are connected by chains. The tapered sections are adapted to telescope and be placed at an angle to make

the spout describe a curve, while the cylindrical sections may be extended in the same plane.

Weighing and Bagging Machine. No. 830,932. (see cut) Roy S. Scott, McGregor, Ind. The bag-holders are at the ends of arms pivotally secured to the platform, above which is the hopper having a valve to direct the contents exclusively into one or the other of the troughs leading to the bag-holders. Rods connect the arms to the scale beams.

Seed Corn Tester. No. 830,383. (see cut) Clark E. Twamley, Alexandria, S. D. The apparatus comprises a germinating chamber and a crib attached thereto having compartments for holding ears of corn, the crib being open at top and bottom and having open work supports at the bottom for the ears. Within is a lamp for heating under a water tray.

Car Mover. No. 830,912. (see cut) Lawrence J. Muehr, Duluth, Minn. The car mover comprises a base plate having an opening adjacent to one end, a link pivotally mounted in the opening and having a cam lower face extending beyond the lower face of the base plate and having teeth, a lever in which the upper end of the link is pivoted, and a wheel engaging member having one end pivotally mounted in a recess in the forward end of the base plate, and having a recess in its lower face adjacent to its upper end and in which is pivotally mounted the outer free end of the lever, whereby the pivots are relieved of the heavy load.

Automatic Weighing Scale. No. 831,093. (see cut) Ferdinand Pelz, Gliemarode, Brunswick, Germany. The scale

comprises a beam, a bucket suspended from one end, a hanger suspended from the other end, a hook on the hanger, a lever adapted to be engaged by the hook, a counterweight adapted to be brought into engagement with the lever, a detent adapted to be engaged by the hanger, a catch controlled by the detent, and a supply gate operatively connected with the catch. Communicating with the hopper is a pair of discharge nozzles, the first nozzle closed by a pivoted perforated gate, and the second nozzle closed by an imperforated gate.

## Exports of Glucose, Corn Oil and Cake.

Glucose amounting to 115,749,500 lbs. was exported during the 7 months prior to Aug.; against 107,205,500 lbs. during the corresponding period of 1904-5.

Corn oil amounting to 2,402,400 galls. was exported during the 7 months; against 1,848,300 galls. during the corresponding 7 months prior to Aug. 1, 1905.

Corn oil cake amounting to 26,648,400 lbs. was exported from the United States during the 7 months prior to Aug. 1, against exports of 18,670,600 lbs. during the corresponding months of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

## Exports of Breadstuffs.

Our exports of breadstuffs for the 8 months prior to Sept. 1 included 24,896,000 bus. wheat, 80,914,000 bus. corn, 23,307,800 bus. oats, 1,001,300 bus. rye and 9,114,900 bus. barley; against 1,844,600 bus. wheat, 77,055,000 bus. corn, 6,361,000 bus. oats, 86,000 bus. rye and 5,463,200 bus. barley for the corresponding period of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

July exports show a decrease in corn, oats, rye and barley; but exports of wheat for July increased seven times over July, last year, having been 7,630,338 bus., compared with 1,074,008 bus. a year ago. The total value of all breadstuffs exported during the 8 months was \$113,177,280; against \$74,025,822 for the corresponding period of 1904-5.

## Imports and Exports of the Philippine Islands.

Imports of breadstuffs into the Philippine Islands during the 9 months prior to Apr. 1 included 62,323 bus. of oats, 143,965 bbls. wheat flour and other breadstuffs valued at \$21,146; compared with 65,217 bus. oats, 124,042 bbls. wheat flour and other breadstuffs valued at \$18,888 during the corresponding 9 months of 1904-5.

Rice amounting to 245,389,000 lbs. was imported into the Islands during the 9 months prior to Apr. 1; compared with 405,121,000 lbs. imported during the corresponding period of 1904-5.

Beans and peas amounting to 33,152 bus. were imported into the Islands during the 9 months; against 31,493 bus. imported during the 9 months prior to Apr. 1, 1905.

Hay imports of the Islands were 820 tons for the 9 months, against 3,319 tons for the corresponding 9 months prior to Apr. 1, 1905.

Exports of hemp from the Philippine Islands for the 9 months prior to Apr. 1 were 85,073 tons; compared with 95,671 tons for the corresponding period of 1904-5, as reported by the War Dept.



# Fire Insurance Companies

Established 1889

## Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

### MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

## Elevator and Grain Insurance

THE OLD RELIABLE

## Michigan Millers

MUTUAL FIRE INSURANCE CO.

of Lansing, Mich.

Assets ..... \$1,800,000  
Losses paid..... 1,500,000  
Net cash assets..... 328,000

## Millers Mutual Fire Insurance Association of Illinois, Alton, Ill.

Saved its members 55% of their rate of insurance last year, and added \$64,434.82 to its surplus. Are you one of their members? If not, you had better try them this year, and secure good insurance on your mill, elevator, grain warehouse or stock contained therein, and reduce your expense account.

Insurance in force.....\$8,987,642.00  
Face value of notes..... 1,328,540.52  
CASH ASSETS ..... 273,728.37

For full particulars address  
D. R. SPARKS, Pres. A. R. McKINNEY, Sec.

## MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

Insures Flour Mills, Elevators and Warehouses at actual cost.

Net Cash Assets \$218,020.94.

Losses Paid \$1,179,097.88.

Saved to Policy Holders \$1,622,157.48.

Organized 1875. J. G. SHARP, Secretary.

ORGANIZED 1883

## The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents,

## MILLERS' NATIONAL INSURANCE COMPANY

205 La Salle St., CHICAGO, ILL.

Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)

Semi-Annual Assessments costing about one-half Stock Company rates.

NO conflagration hazard.

Gross Assets, - - \$4,341,881.00

Net Cash Surplus, - 759,569.00

## Elevator Improvements

that reduce the fire danger  
are recognized in the rate  
and cost by the



INDIANAPOLIS, IND.

In fact, the Company is glad, through the office or its inspectors, to furnish advice or information how to improve the risk and lower the cost.

ADDRESS

C. A. McCOTTER, Sec'y.

INDIANAPOLIS, INDIANA

## Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning.....\$5,450,000  
Risks in force, Tornado..... 1,010,000  
Admitted Ledger Assets..... 816,478.39  
Six Months' Assessment in course of collection, over..... 25,000.00

Total Amount Assets Available for the payment of losses.....\$41,478.39

Fire and Lightning Cost for Current Year Only 80 per cent of the rate.

Tornado Cost for Past Five Years Only 50 per cent of the rate.

F. D. BABCOCK, Secy.

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GRAIN DEALERS CO., 265 La Salle Street, Chicago, Ill.

## Say

Let the Grain Dealers Journal Want Ads do your work.

They bring quick returns.



## A J A X

Highest Quality Long Fibre Manila Transmission Rope



TRADE MARK

**A Tarred Brown Yarn Running Through The Strands.**

Our Ajax Rope is made from the finest selected "Cebu" Manila Hemp, which has had all the knots, tow and other weak parts combed out of it before it is spun into yarn.

**Always Uniform In Size and Quality.**

Some of the largest grain elevators in the world are equipped throughout with "Ajax" drives. Ask for sample combed out to show the strength and excellence of the fibre. There is absolutely nothing better.

Send for our 48-page "AJAX" Book and our Pamphlet on Rope Transmission. Made only by

**H.Channon Company.  
Chicago.**

## YOU'LL BE ARRESTED

FOR MAINTAINING A NUISANCE  
UNLESS YOU

### ARREST

THE DUST AT YOUR ELEVATOR.  
MY COLLECTOR IS AT YOUR SERVICE.  
WRITE FOR PARTICULARS.

**H. L. DAY, 1122-1126 Yale Place  
MINNEAPOLIS, MINN.**

## SITUATION WANTED

As manager of country grain elevator by responsible man of experience.

See "Situations Wanted" columns of  
**GRAIN DEALERS JOURNAL, CHICAGO**

## WEBSTER MACHINERY

**FOR GRAIN ELEVATORS  
AND FLOUR MILLS**

We Manufacture the Latest

**GRAIN HANDLING AND POWER  
TRANSMITTING MACHINERY**

IT WILL COST YOU ONLY A  
LETTER TO GET OUR PRO-  
POSITION FOR SOLVING  
YOUR HANDLING PROBLEM.

**WEBSTER M'F'G CO.**

1075-1111 West 15th Street, CHICAGO

## MODERN GRAIN ELEVATOR MACHINERY

Shafting,  
Pulleys,  
Sheaves,  
Sprockets,  
Jaw  
Clutches  
Friction  
Clutches.



Gears,  
Hangers,  
Bearings,  
Belting,  
Car Pullers,  
Power  
Shovels,  
Rope Drive.



**Weller Mfg. Co.**

CHICAGO, ILL.

Send for our 440-page Catalog 18-A.